

Service Manual

Repairs and maintenance

| | |
|----------------|--------------|
| Section | Group |
| 2 | 25 |

**Constant Idle
Speed System
(CIS)
1981-**

VOLVO

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Indicates changes in text and/or specifications in this manual.

TP 30363/2
6000.10.84
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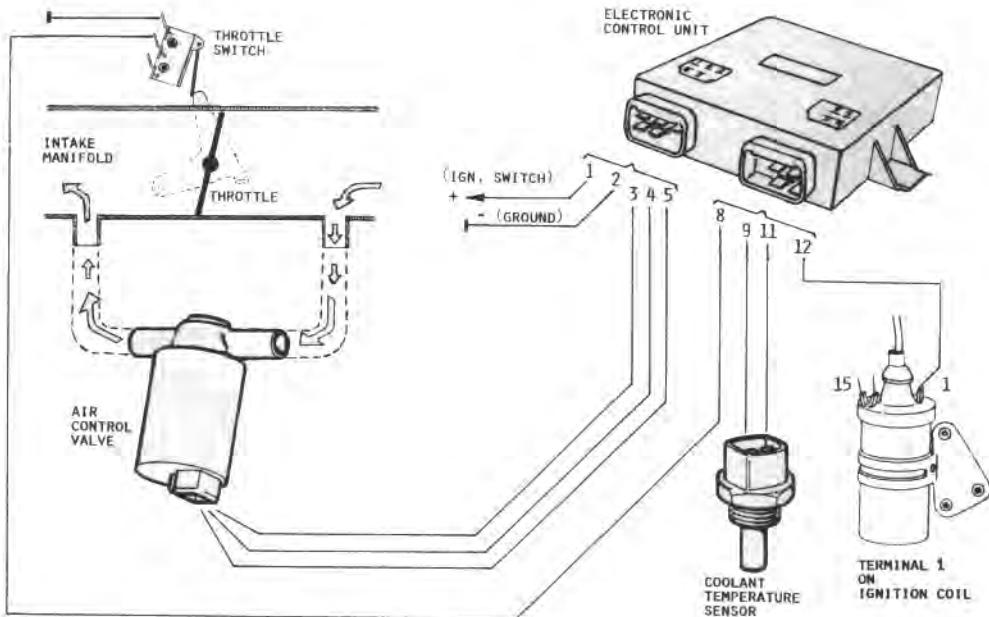
We reserve the right to make alterations

Constant Idle Speed System (CIS System)

The system is comprised of the following main components:

- Electronic Control Unit.
- Air Control Valve.
- Throttle switch.
- Coolant temperature sensor.
- Distributor (via ignition coil).

The Electronic Control Unit processes information on engine temperature, engine speed and throttle position. It controls engine at idle or near idle by regulating the Air Control Valve.



130545

Air flow modes.

As introduced in 1981, the system had three basic air flow modes:

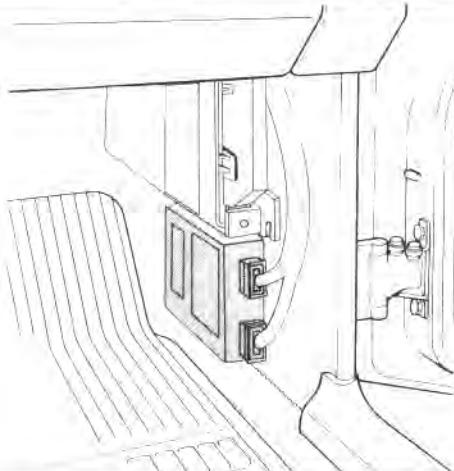
- **Low flow** (deceleration). Reduced air flow occurs when the throttle switch circuit is closed during deceleration.
- **High flow** (driving). Increased air flow at normal driving speeds with accelerator pedal depressed.
- **Regulated flow** (idle). Maintains steady idle speed.

New features introduced on 1982 models:

- **Regulated flow with A/C on** (B21F-CI and B21F-LH). When the air conditioning is switched on, a second regulated flow with increased idle speed is engaged.
- **Test point for basic idle setting.**
- **New throttle switch** (B28F).

New feature on 1983 models:

- **New air control valve.**



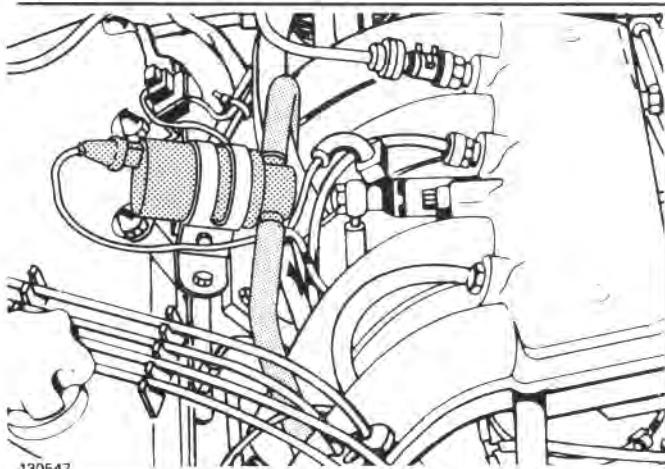
133310

Electronic Control Unit.

Receives information from three sources:

- Coolant temperature sensor gives input to provide higher idle rpm at low temperatures.
- Terminal 1 on ignition coil provides information on engine speed.
- A micro switch at the throttle provides input when the throttle control is at idle position.

The Electronic Control Unit is located below the Control Unit for the Lambda-sond system, in front of right front door.

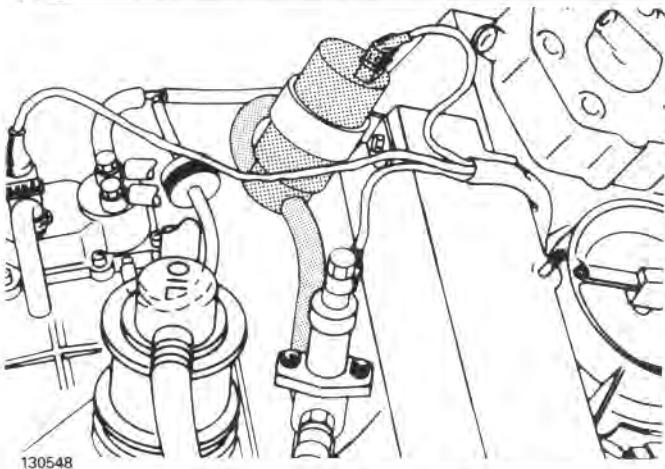


130547

Air Control Valve.

Bypasses air around the throttle valve. A small electric motor rotates clockwise or counter-clockwise, depending on signal from the Electronic Control Unit. The valve responds very quickly to obtain a precise air flow.

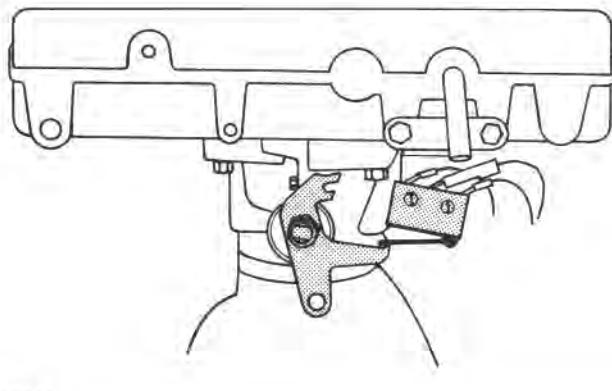
Left: Air Control Valve for B21F, 1981.



130548

Left: Air Control Valve for B28F.

- Air Control Valve for B21F-Turbo is located in front under intake manifold.



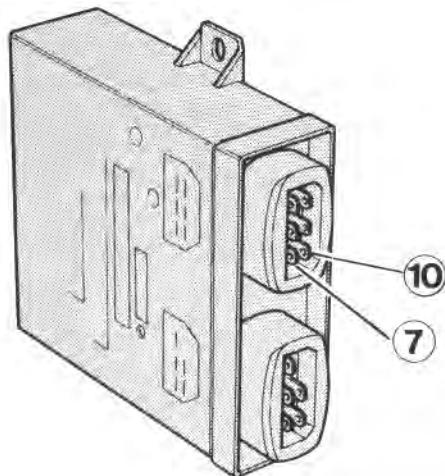
130549

Throttle switch.

The throttle actuates a micro switch which controls a circuit in the Electronic Control Unit when the throttle goes to idle position. This occurs during idle and deceleration.

For B28F 1981 it is closed at idle, for all others, 1981 and 1982, interrupted at idle.

Additional features, introduced on 1982 models:

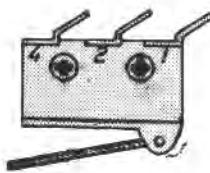


133266

B21F CI B21F LH-Jetronic

Electronic Control Unit for CIS (Constant Idle Speed) system.

The Electronic Control Unit automatically increases engine rpm when the air conditioning is operating. The Electronic Control Unit has two extra terminals, 7 and 10. For basic idle mode terminal 10 is grounded. When air conditioning is switched on, a micro switch in the air conditioning control energizes terminal 7. This will change the operating mode of the Electronic Control Unit and set a higher idle rpm. This provides improved air conditioning operation and also improved cooling due to faster running coolant pump and fan.

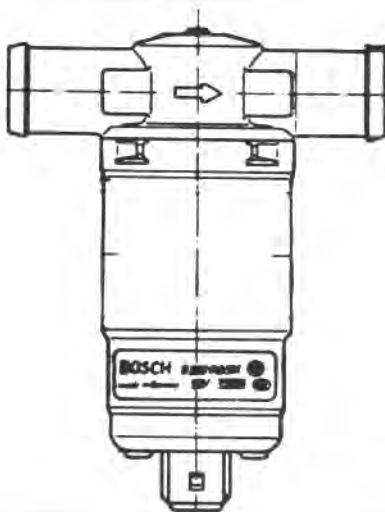


B28F Throttle Switch New throttle switch; same as on 4-cyl. Infinite resistance in idle position.

Electronic Control Unit

New control unit with test terminal for basic idle mode. Reversed input from the throttle switch (as compared with previous unit).

Modification introduced on 1983 models:



B21FT

New, smaller air control valve.

Specifications

Specifications

Idle speeds

| | <i>Basic setting, Electronic Control Unit de-activated</i> | <i>Normal running, Electronic Control Unit activated</i> | | |
|-------------------------------------|--|--|------------|--------------------------|
| | <i>rpm</i> | <i>lower/upper limit</i> | <i>rpm</i> | <i>lower/upper limit</i> |
| 1981 models: | | | | |
| B21F..... | 850 | 800/850 | 900 | 850/950 |
| B21F-MPG | 700 | 700/750 | 750 | 700/800 |
| B21F-Turbo | 850 | 850/900 | 900 | 850/950 |
| B28F..... | 850 | 850/900 | 900 | 850/950 |
| 1982 models | | | | |
| B21F CI | 700 | 700/750 | 750 | 730/770 |
| B21F LH-Jetronic | 700 | 700/750 | 750 | 730/770 |
| B21F-Turbo (inc. intercooled) | 850 | 850/900 | 900 | 880/920 |
| B28F | 850 | 850/900 | 900 | 880/920 |

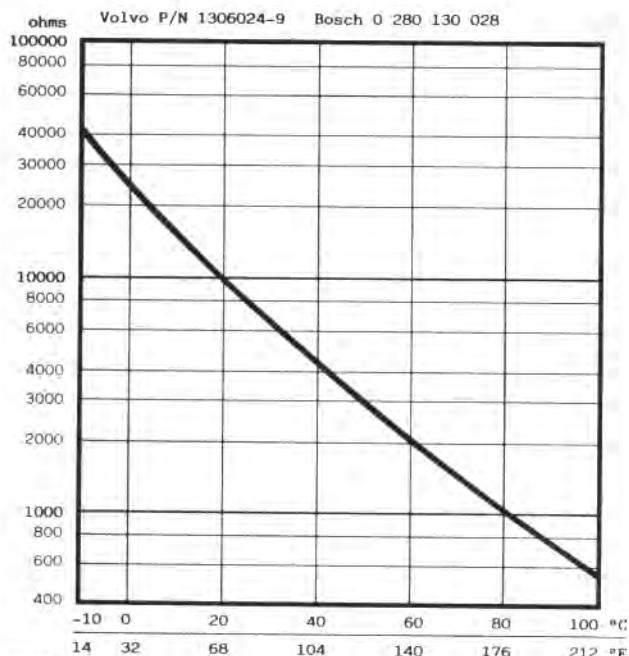
On B21F CI and B21F LH-Jetronic with idle speed 750 rpm,
idle speed increases to 900 rpm when AC is switched on.

Component identification numbers

| | | <i>Electronic Control Unit</i> | <i>Coolant temperature sensor</i> | <i>Air control valve</i> |
|---|-------------|--|---|----------------------------------|
| 1981 models | | | | |
| B21F, California | Volvo P/N | 1276897-4 | 1306024-9 | 1276871-9 |
| Engine identification numbers 498892 and 498893. | Bosch No. | 0 280 220 003 | 0 280 130 028 | 0 280 140 500 |
| | Color point | Green | | |
| B21F-MPG | Volvo P/N | 1306544-6 | 1306024-0 | 1276871-9 |
| Engine identification numbers 498896 and 498897. | Bosch No. | 0 280 220 002 | 0 280 130 028 | 0 280 140 500 |
| | Color point | White | | |
| B21F-Turbo | Volvo P/N | 1276897-4 | 1306024-9 | 1276871-9 |
| Engine identification number 498898 (manual trans. only). | Bosch No. | 0 280 220 003 | 0 280 130 028 | 0 280 140 500 |
| | Color point | Green | | |
| B28F, California | Volvo P/N | 1274293-8 | 1306024-9 | 1276871-9 |
| Engine identification numbers 498638 and 498639. | Bosch No. | 0 280 220 001 | 0 280 130 028 | 0 280 140 500 |
| | Color point | Yellow | | |
| 1982 models | | | | |
| B21F CI | Volvo P/N | 1317499-0 | 1306937-2 | 1276871-9 |
| Engine identification numbers 498960 and 498961. | Bosch No. | 0 280 220 005 | 0 280 130 023 | 0 280 140 500 |
| | Color point | Orange | | |
| B21F LH-Jetronic | Volvo P/N | 1317499-0 | 1306937-2 | 1276871-9 |
| Engine identification numbers 498962 and 498963. | Bosch No. | 0 280 220 005 | 0 280 130 023 | 0 280 140 500 |
| | Color point | Orange | | |
| B21F-Turbo | Volvo P/N | 1317499-0 | 1306937-2 | 1276871-9 |
| Engine identification numbers 498966 and 498967. | Bosch No. | 0 280 220 005 | 0 280 130 023 | 0 280 140 500 |
| | Color point | Orange | | |
| B28F | Volvo P/N | 1274452-0 | 1306024-9 | 1276871-9 |
| Engine identification number 498667 (auto trans. only). | Bosch No. | 0 280 220 008 | 0 280 130 028 | 0 280 140 500 |
| | Color point | Gray | | |
| 1983, 1984 models | | | | |
| B21F-Turbo | Volvo P/N | 1317499 | 1306937-2 | 1316957-7 |
| Engine identification numbers 499800 and 499801 (1983) 499868 and 499869 (1984) | Bosch No. | 0 280 220 005 | 0 280 130 023 | 0 280 140 501 |
| | Color point | Orange | | |
| B21F-Turbo Intercooler | Volvo P/N | 1317499 | 1306937-2 | 1317957-7 |
| Engine identification numbers 499926 and 499927 | Bosch No. | 0 280 220 005 | 0 280 130 023 | 0 280 140 501 |
| | Color point | Orange | | |

Resistance/temperature specification

Coolant temperature sensor.

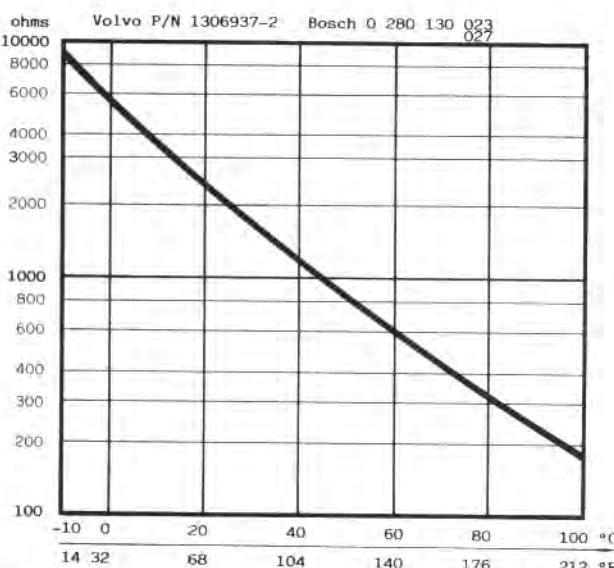


133374

Volvo P/N 1306024-9
 Bosch No 0 280 130 028
 B21F, all 1981
 B28F 1981 and 1982

Suggested test values:

-10°C=14°F 32000–53000 ohms
 +20°C=68°F 8500–11500 ohms
 +80°C=176°F 770–1320 ohms



133373

Volvo P/N 1306937-2
 Bosch No 0 280 130 023
 B21F, B21FT all 1982—

Suggested test values:

-10°C=14°F 7000–11600 ohms
 +20°C=68°F 2100–2900 ohms
 +80°C=176°F 270–390 ohms

Faults in CIS system

It is advisable to eliminate other systems as fault source prior to fault tracing the CIS system.

The reference list below may be helpful in finding possible reasons for an incorrect idle speed.

Simple reference list of symptoms and possible reasons

Symptom:

Idle varies up and down,
more than ± 50 rpm for 1981 models,
more than ± 20 rpm for 1982 models.

Possible reasons:

- CO adjustment incorrect.
- Ignition timing incorrect.
- Throttle butterfly valve incorrectly adjusted.
- Electronic Control Unit faulty.
- Air control valve faulty.
- Air leakage.
- Low basic idle speed.
- Air control valve sticks.
- Throttle switch incorrectly adjusted.
- Temperature sensor faulty or not connected.

Idle speed too high.

- Throttle butterfly valve incorrectly adjusted.
- Bad contact in connector.
- Throttle switch incorrectly adjusted.
- Electronic Control Unit faulty.
- Air control valve faulty.

No idle speed control.

- CO adjustment incorrect.
- Ignition timing incorrect.
- Throttle butterfly valve incorrectly adjusted.
- Faulty contact in connector.
- Electronic Control Unit faulty.
- Low basic idle speed.

Engine stalls when braking to stop.

- Air control valve sticks.
- Electronic Control Unit faulty.
- Air control valve faulty.
- Coolant temperature sensor faulty.

No high idle speed when cold.

Fault tracing CIS system

1

IMPORTANT!

These fault tracing procedures assume that the engine itself is in good operating condition and that ignition timing is correctly adjusted. Test only with engine at normal operating temperature. Engine OFF when disconnecting connectors.

Check wires and connectors.

This is a very important part of the fault tracing procedures. Bad contacts cause many problems. Operations/illustrations a-m below will underscore this importance and at the same time show various connectors.

Electronic control unit connectors

a



133346

Check connectors at Electronic Control Unit.

Remove panel in front of right front door to gain access to the unit.

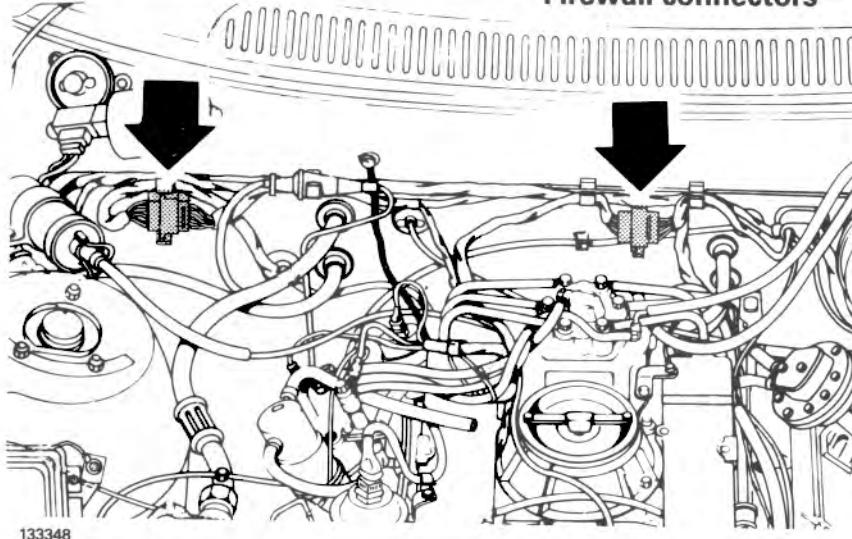


b

Blue connector at top and black connector at bottom.

Firewall connectors

c

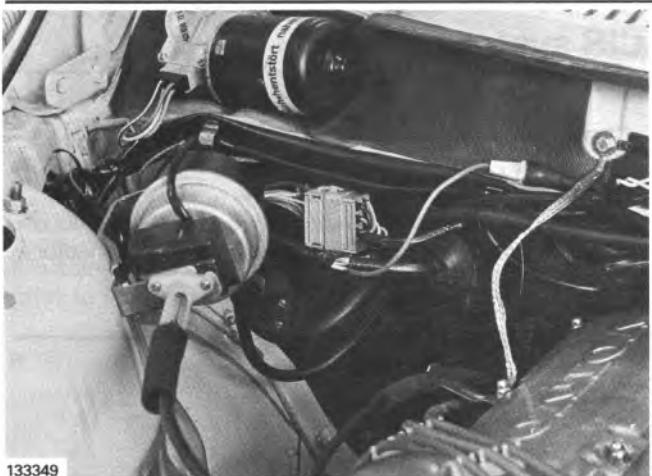


133348

Connectors on firewall.

There are **two** connectors on firewall.
(This illustration shows B28F, but is typical for all models).

Fault tracing

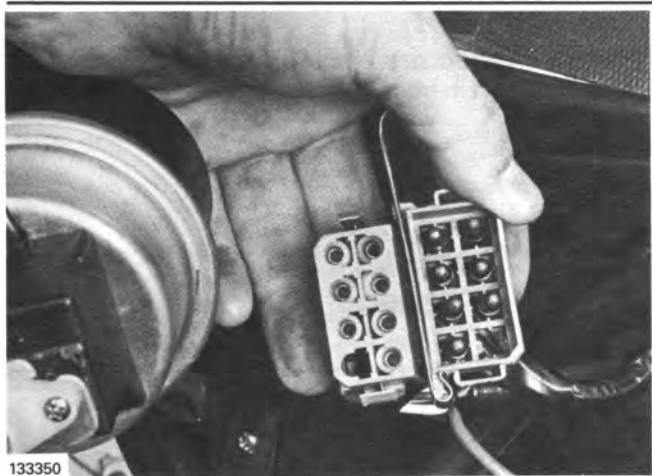


d

Connector on firewall.

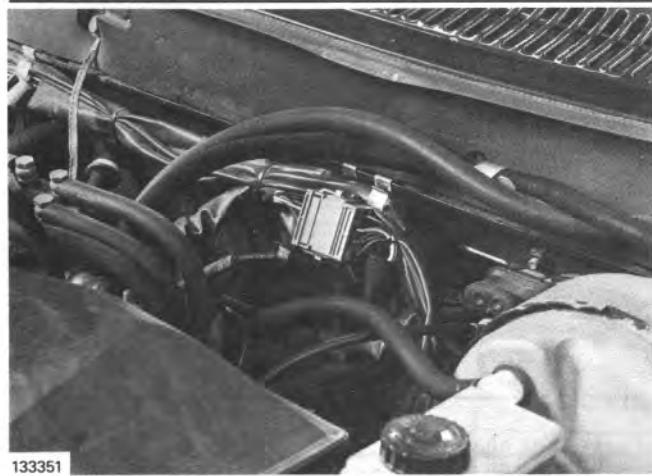
This illustration is typical for all engines, all cars.

(Shows B21F LH-jetronic with cruise control.)



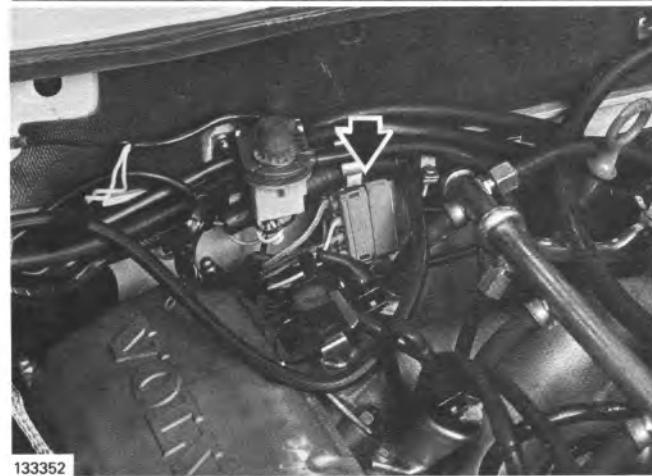
e

Firewall connector disconnected.



f

Firewall connector, B28F.



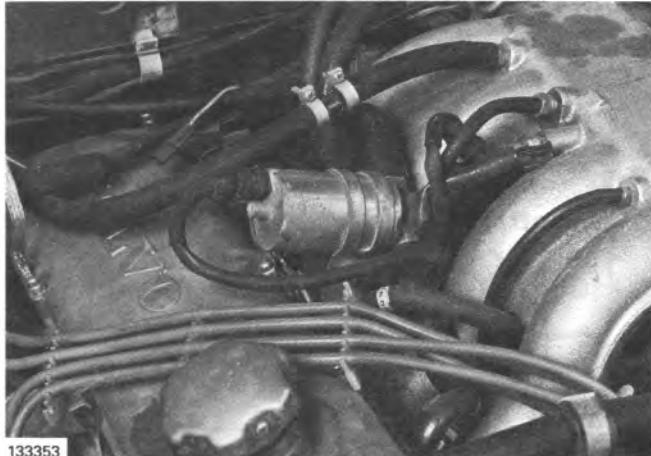
g

The other firewall connector.

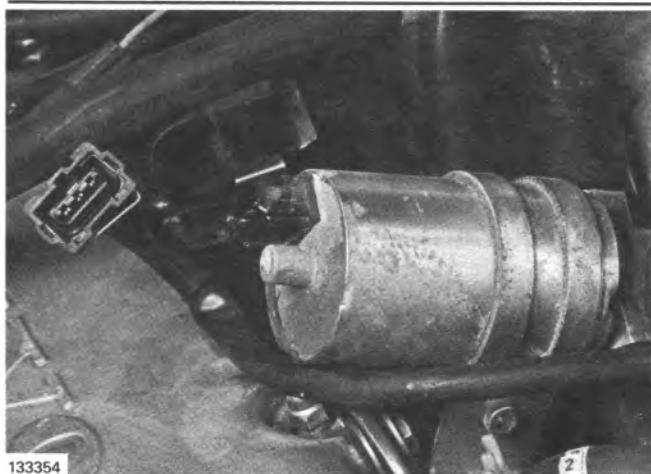
Typical location, also applicable to B28F.

Air control valve connectors

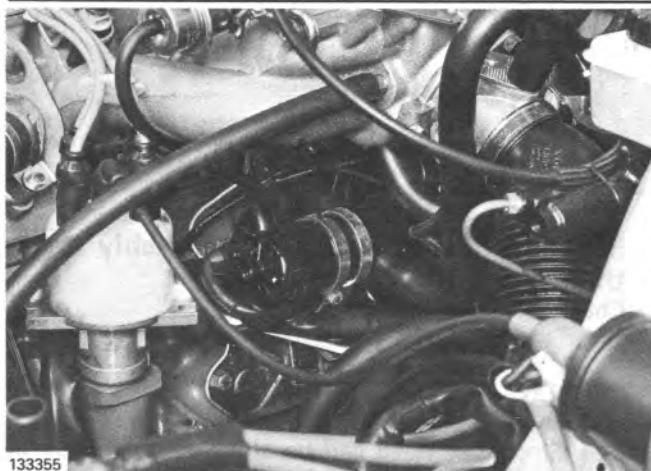
h



Air control valve, B21F 1982.



Connector disconnected.



Air control valve, B21F LH-Jetronic 1982.

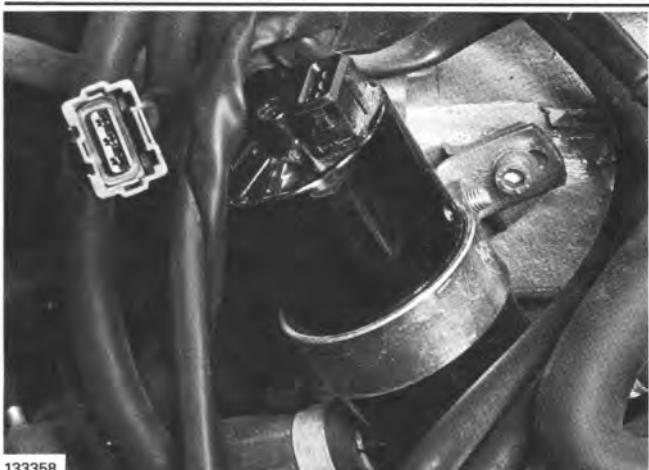


Connector disconnected.



133357

Air control valve, B28F.



133358

m

Connector disconnected.

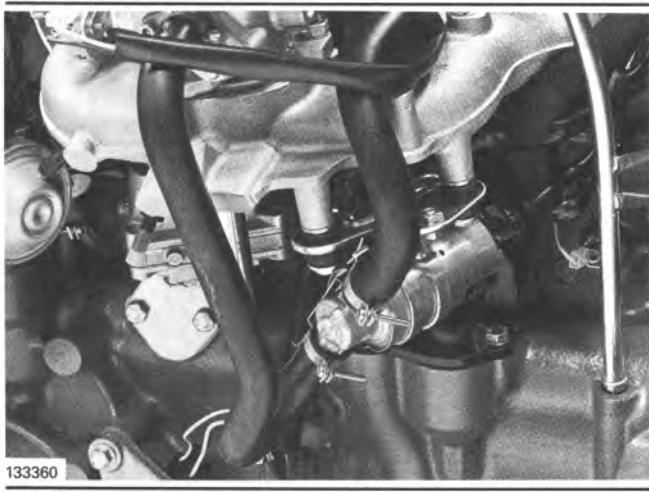


133359

2

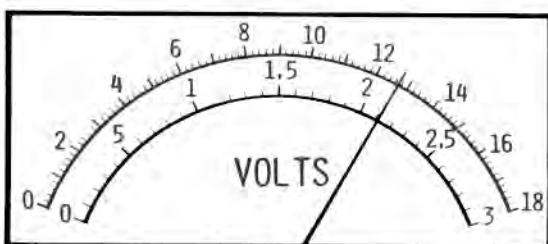
If engine idle speed is considerably lower than specified:

Check air hoses for obstructions.

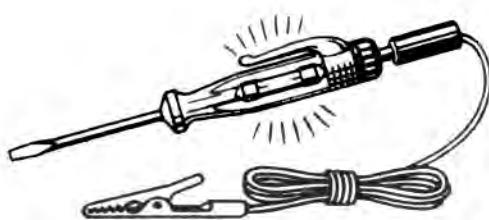


133360

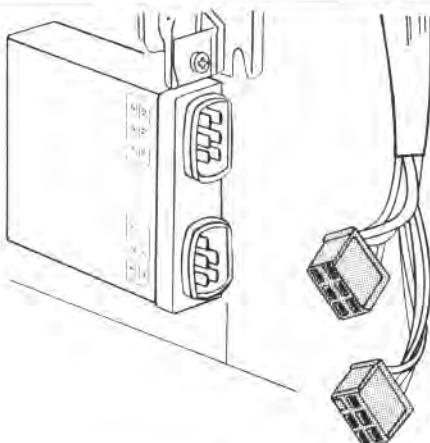
Photos show B21F-Turbo. Note two clamps and strip between them.

Testing CIS system

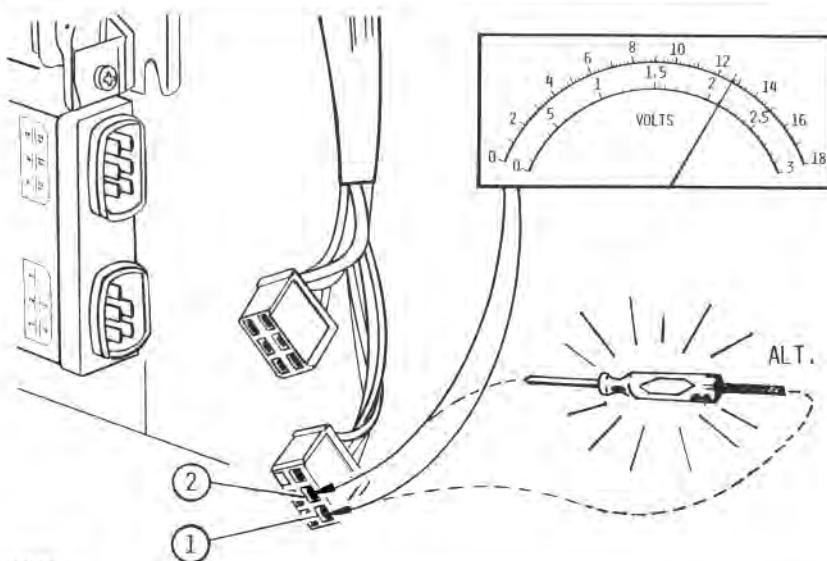
133368



133428



133361



133362

For the tests it is advised to use a high quality voltmeter, metering range 0 to approx. 15–20 volts.
For the resistance tests, an ohmmeter with a range of 100 to 10,000 ohms is needed.

Most common faults are bad connections in the multipin connectors on firewall, at the Electronic Control Unit and at the Coolant Temperature Sensor. System voltage and currents are low.

In some tests below, it is suggested an alternate testing method: using a test lamp. It uses more current than a voltmeter or ohmmeter and might in some cases reveal a bad connection better.

WARNING:

In any test, DO NOT press in the test point between the terminal contacts, just TOUCH. Otherwise terminal contacts may be permanently damaged.

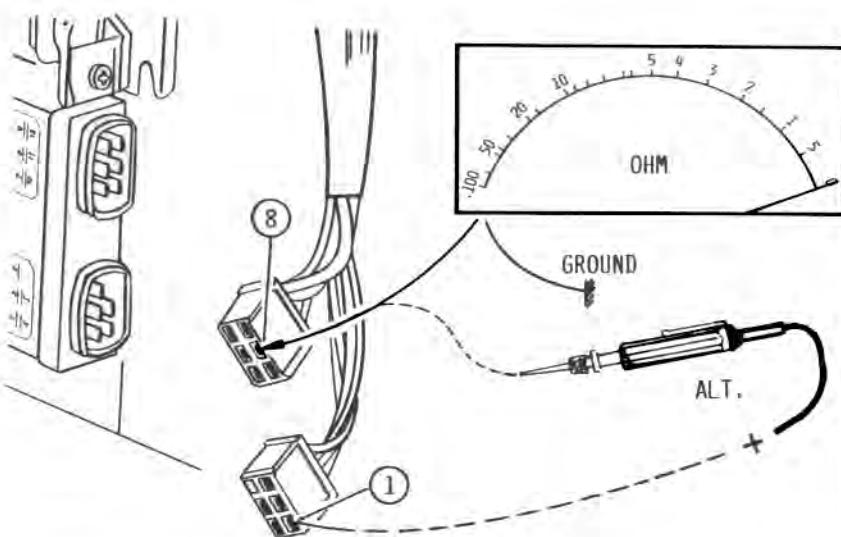
3**Prepare for test.**

Remove panel in front of right front door.
Disconnect both connectors at the Electronic Control Unit.

Switch ignition ON.**4****Black connector****Check current supply.**

Ignition ON.
Terminal 1 is positive (+) energized from ignition switch. Terminal 2 is negative (ground). Connect voltmeter (alt. test lamp) across terminals 1 and 2 in connector. Voltmeter should read battery voltage (test lamp illuminate fully).

No reading: first check alternate ground, then check fuse No. 13.



133363

Check throttle switch (micro switch).

Ohmmeter: ignition can be OFF. Connect ohmmeter test leads across terminal 8 (blue connector) and ground.

Test lamp: ignition ON. Connect leads to terminal 8 (blue connector) and terminal 1 (black connector).

Throttle pedal NOT depressed (idle position).**1981 models:**

| | |
|-----------|---------------------|
| B21F, all | infinite resistance |
| B28F | zero resistance |

test lamp NOT illuminated
test lamp illuminated

1982 models—:

| | |
|-----------|---------------------|
| B21F, all | infinite resistance |
| B28F | infinite resistance |

test lamp NOT illuminated
test lamp NOT illuminated

Throttle pedal depressed (above idle position).**1981 models**

| | |
|-----------|---------------------|
| B21F, all | zero resistance |
| B28F | infinite resistance |

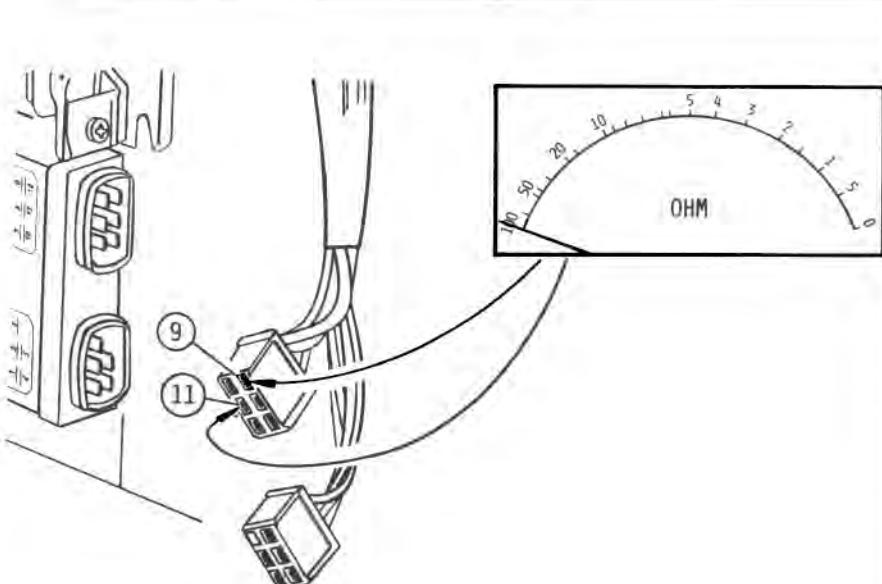
test lamp illuminated
test lamp NOT illuminated

1982 models—:

| | |
|-----------|-----------------|
| B21F, all | zero resistance |
| B28F | zero resistance |

test lamp illuminated
test lamp illuminated

Incorrect readings: adjust according to instructions in this manual.

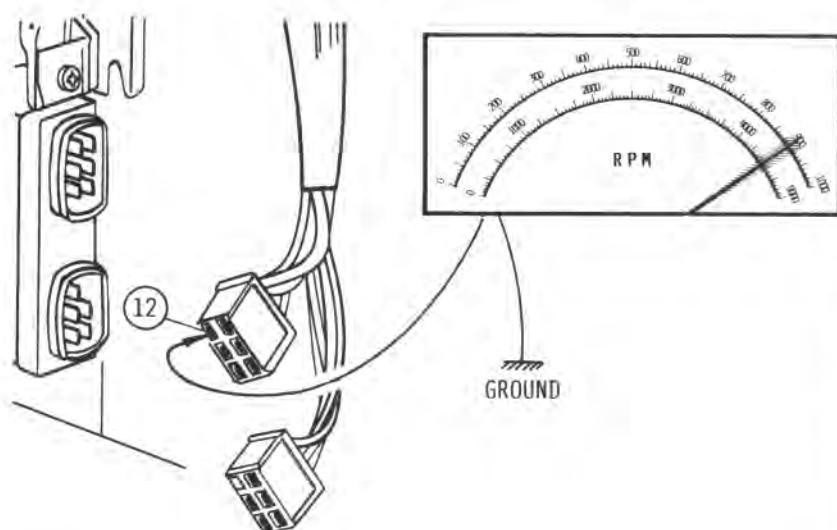


133364

Check coolant temperature sensor.

Use ohmmeter to test coolant temperature sensor resistance. Connect across terminals 9 and 11.

See graphs in "Specifications" section, showing relations resistance/temperature.



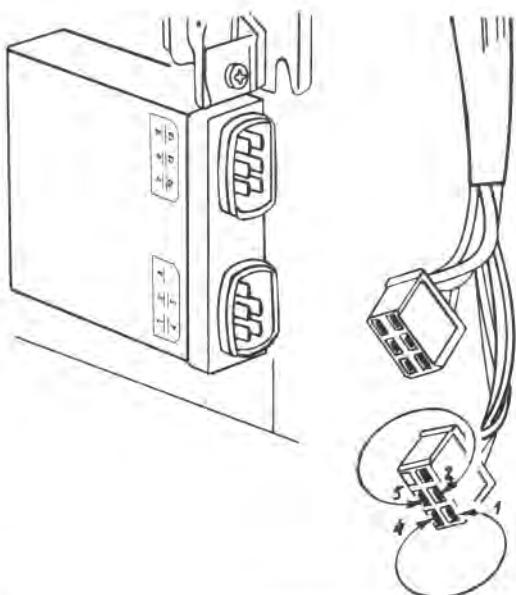
133365

Check signal from ignition system.

Connect tachometer across terminal 12 and ground. Start engine. Tachometer should show engine speed.

Incorrect or no reading:

Check connectors on firewall, see first operation of these fault tracing procedures.



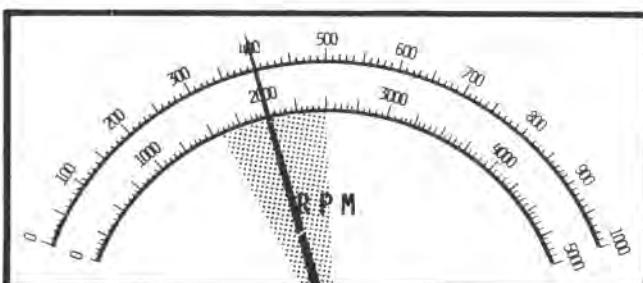
133366

Check air control valve.

Prepare and connect jumper wire across terminals 4 and 1. Connect another jumper wire across terminals 5 and 2.

Start engine.

Engine should obtain a high idle speed of 1600–2400 rpm, indicating that the air control valve is in order.



133367

Engine does NOT obtain that high idle speed:
Indicates that the air control valve is defective.**No fault is found:**

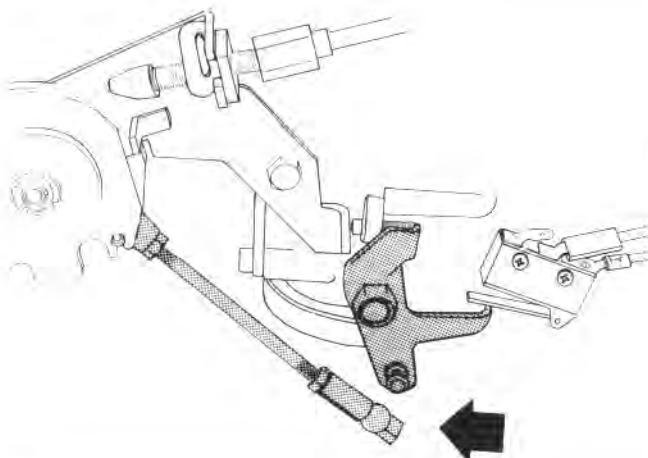
Try a new Electronic Control Unit.

Check operation.

Reconnect connectors. Make sure all connections are in order. Check for proper operation.

Basic setting of Constant Idle Speed System B21F 1981

Engine Identification Number (EIN):
498892 manual transmission
498893 automatic transmission



130858

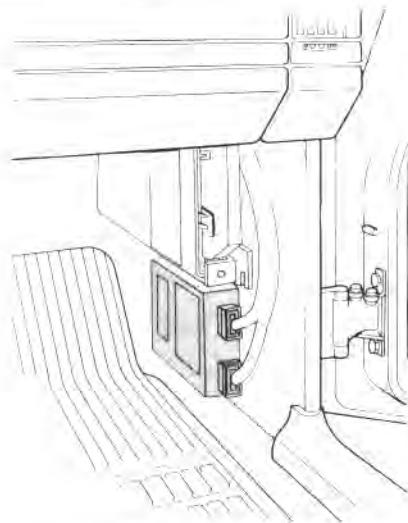
A1

Disconnect throttle control rod.

At lever.

Check cable assembly.

Make sure cable and pulley run smoothly and do not bind in any position.

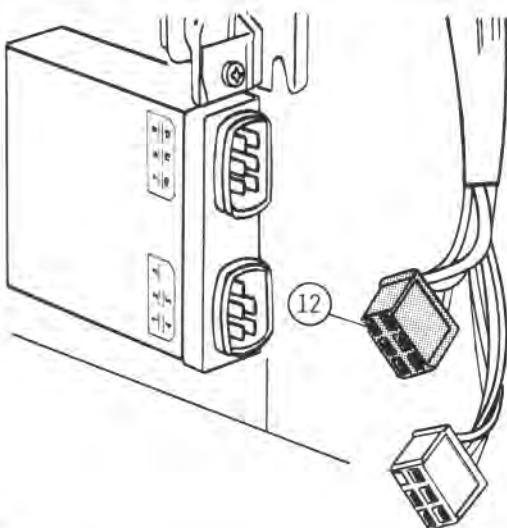


133310

A2

Remove panel in front of right front door.

Electronic Control Unit for Constant Idle Speed System is located below Electronic Control Unit for Lambda-sond system.



133381

A3

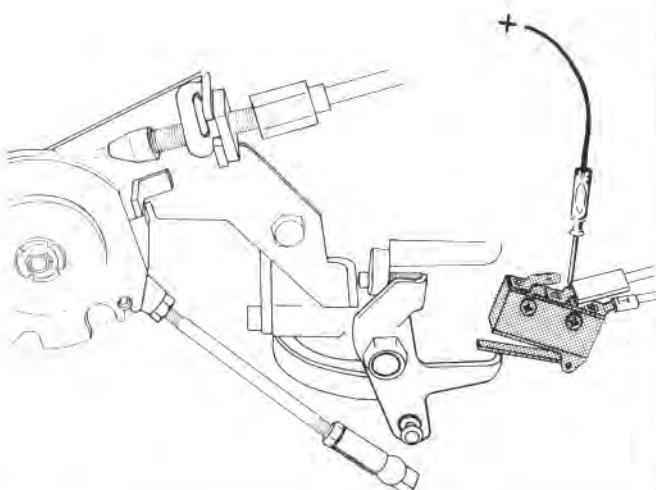
De-activate Electronic Control Unit.

Disconnect white-red wire from terminal 12 of blue connector plug at Electronic Control Unit.
Reinstall connector plug.

NOTE:

Same wire ends at ignition coil but cannot be disconnected there.

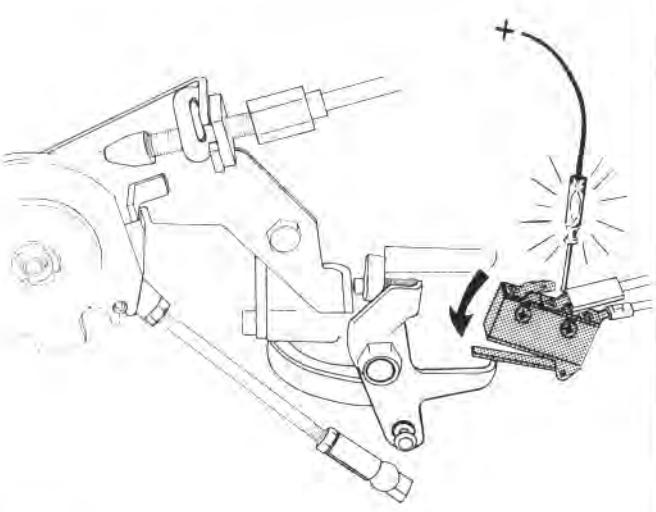
A4



130861

Connect tachometer.

Good instrument to accurately measure engine RPM.

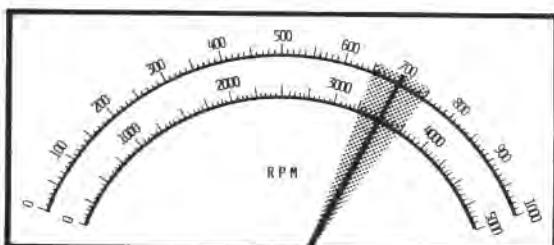


130862

A5

Test light OUT.Test light **MUST NOT** illuminate at idle speed.**If test light illuminates:
adjust micro switch position.**Slacken micro switch retaining screws. Move micro switch **DOWN** until test light goes out. Tighten retaining screws.

This is a temporary adjustment. Final adjustment will follow later on.



130882

A6

Idle speed.

Idle speed should be:

850 rpm

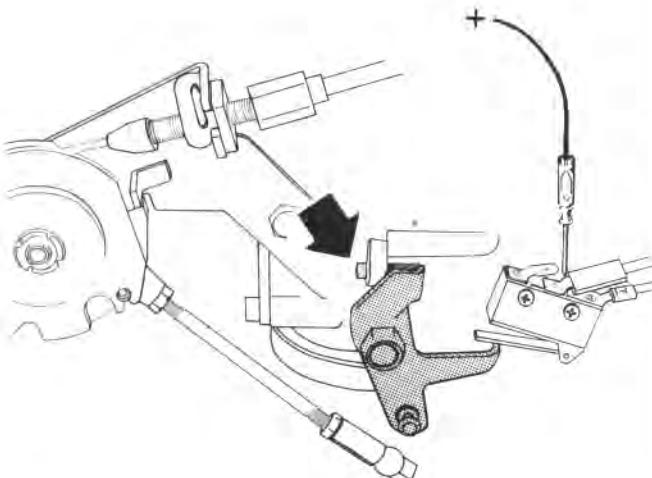
(850–900 rpm permitted)

If outside these limits, idle speed should be adjusted
See operations A7–A9.

If inside, continue to A10.

Adjusting idle speed

A7



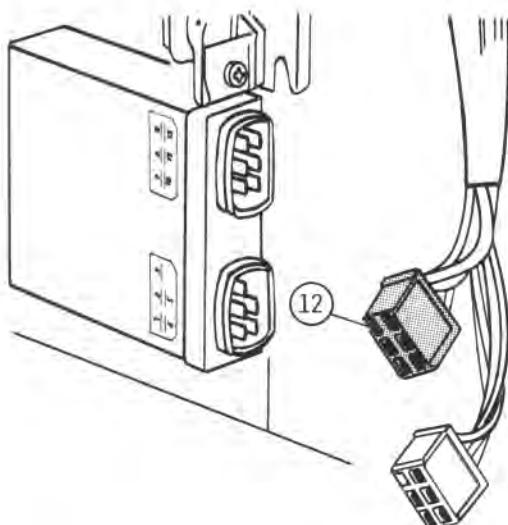
130864

**Idle speed NOT 850 rpm
(850–900 rpm permitted):**

Use throttle position adjustment screw to adjust idle speed to 850 rpm (850–900 rpm permitted).

NOTE:

Test light MUST NOT illuminate. If necessary, readjust micro switch position.

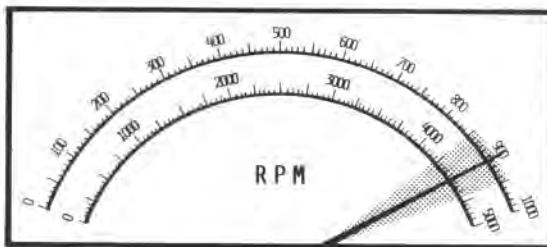


133381

A8

Activate Electronic Control Unit.

Reconnect white-red wire in terminal 12 of blue connector plug at Electronic Control Unit.



133389

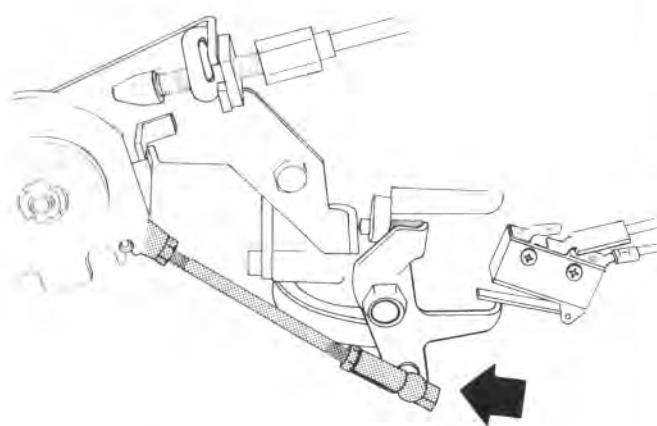
A9

Idle speed change.

After activating Electronic Control Unit, idle speed should change to 900 rpm (850–950 rpm permitted).

Stop engine.

A10



130866

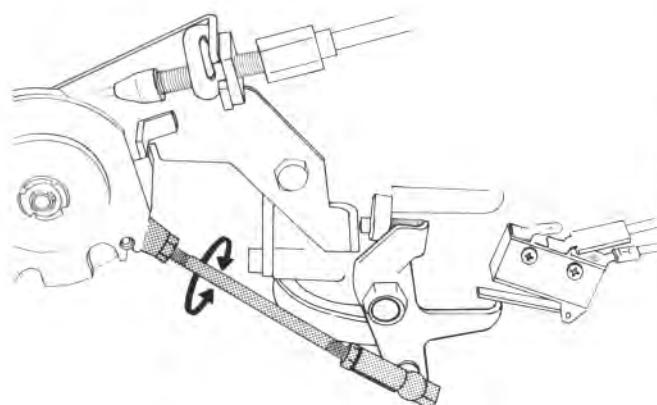
Reconnect throttle control rod at lever.

Cable pulley should be completely retracted.

If adjustments of engine controls must be made, follow operations A11–A13 below.

Adjusting controls

A11

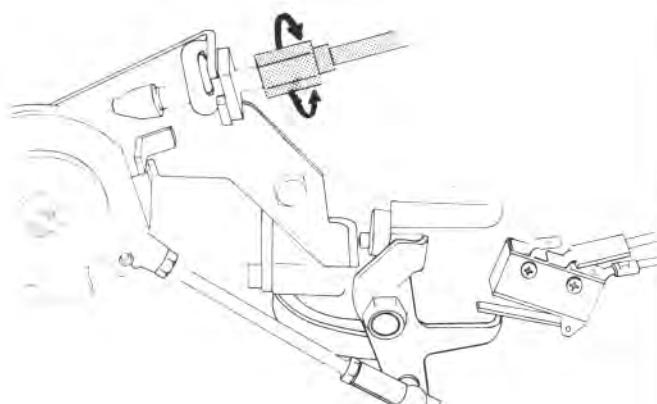


130867

Adjust control rod length.

Disconnect throttle cable and automatic transmission kickdown cable.

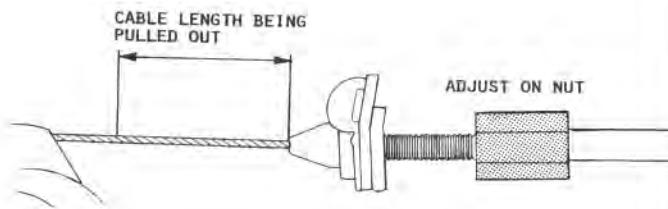
Adjust control rod length as necessary.



130868

Attach and adjust throttle cable.

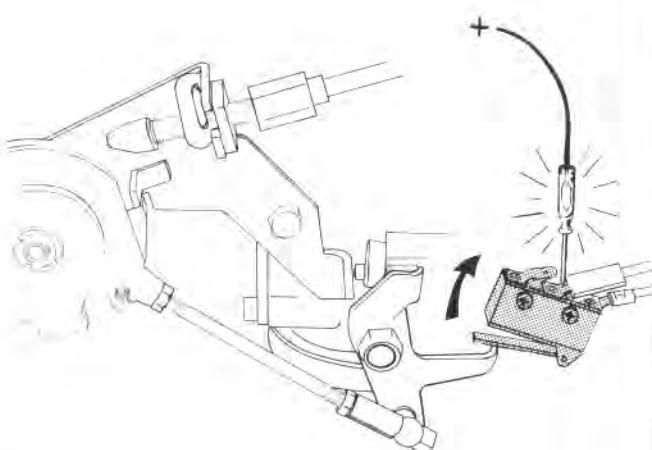
A12

**Automatic transmission kickdown cable.**

Check cable length at closed and open throttle, engine off. Open throttle measurement should be checked with throttle pedal in car depressed, NOT by actuating linkage by hand.

Cable should be pulled out 50 mm = 1.968".

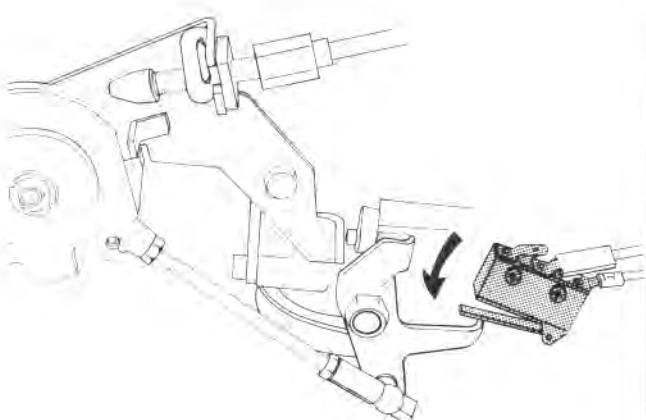
130869

Adjusting micro switch —**Move micro switch UP.**

Engine NOT running, throttle CLOSED.

Slacken micro switch retaining screws. Move micro switch UP until test light illuminates.

130870

**Set micro switch position.**

Move micro switch DOWN 2–5.5 mm = 0.08–0.10". Test light MUST NOT illuminate.
Tighten screws.

Remove test lamp, install panel etc.

130871

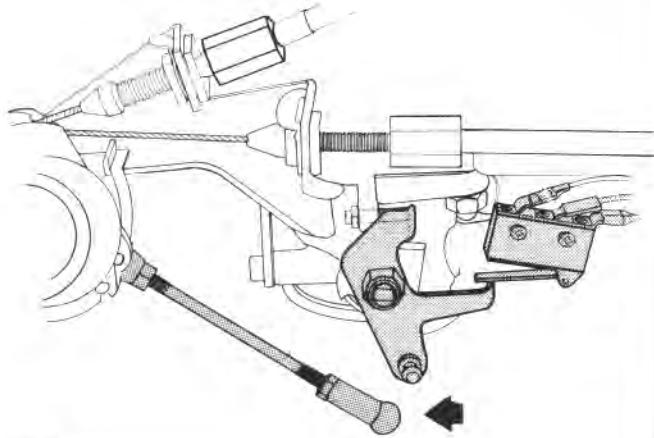
Basic setting of Constant Idle Speed System

B21F-MPG 1981

Engine Identification Number (EIN): 498896 manual transmission
498897 automatic transmission

B21F CI 1982

Engine Identification Number (EIN): 498960 manual transmission
498961 automatic transmission

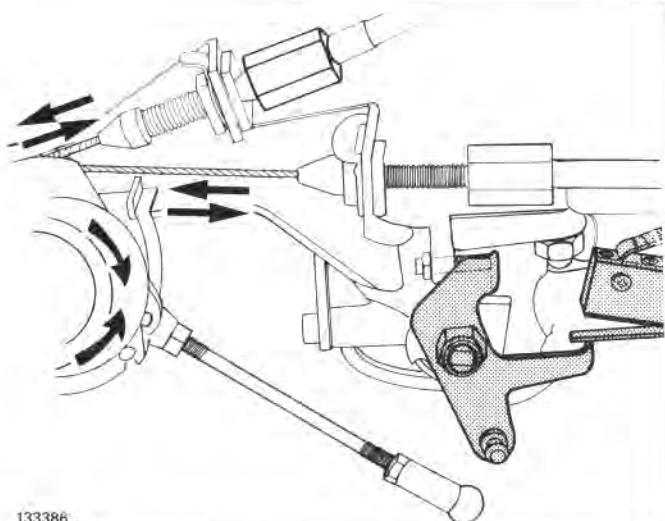


133385

B1

Disconnect throttle control rod.

At lever.

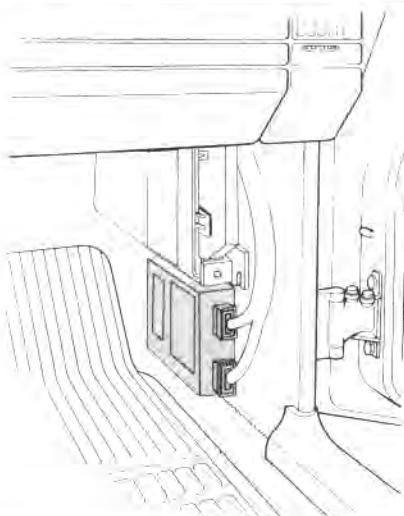


133386

B2

Check cable assembly.

Make sure cable and pulley run smoothly and do not bind in any position.

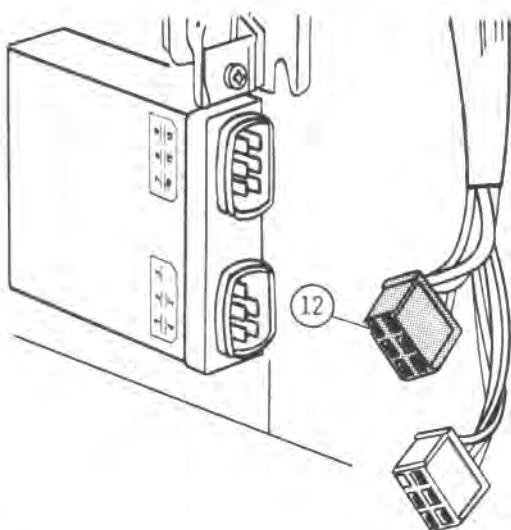


133310

B3

Remove panel in front of right front door.

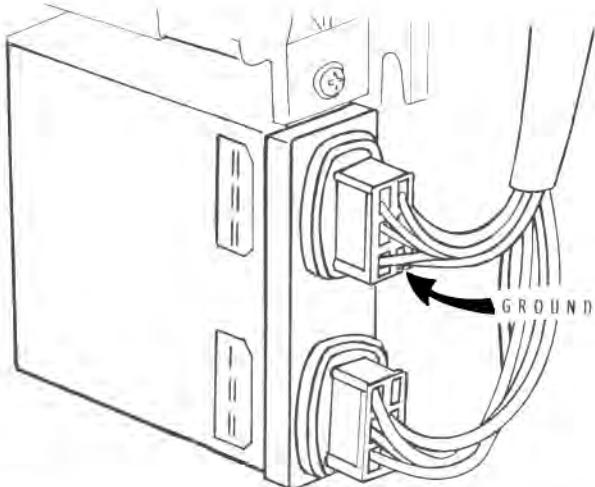
Electronic Control Unit for Constant Idle Speed System is located below Electronic Control Unit for Lambda-sensor system.



133381

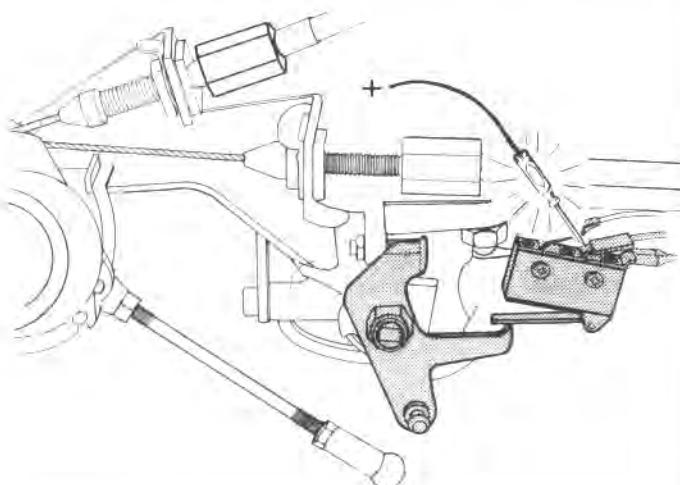
B21F-MPG 1981:
De-activate Electronic Control Unit.
 Disconnect white-red wire at terminal 12 of blue connector plug at Electronic Control Unit.

NOTE:
 Same wire ends at ignition coil but cannot be disconnected there.



B21F-CI 1982:
De-activate Electronic Control Unit.
 Ground terminal 10, connector in place. Best way is to insert a copper wire along terminal wire.

133384

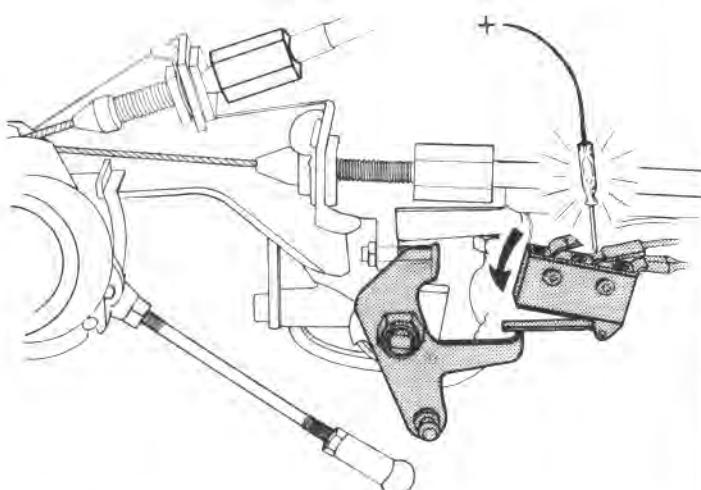


Connect tachometer.
 Good instrument to accurately measure engine RPM.

Connect test lamp.
 Connect across battery plus terminal and terminal on micro switch with yellow wire connected.

Start engine.
 Should be at normal operating temperature.

130873



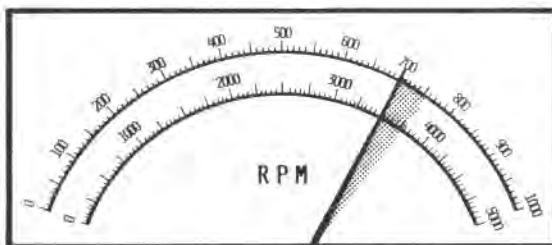
130874

Test light OUT.
Test light **MUST NOT** illuminate at idle speed.

**If test light illuminates:
adjust micro switch position.**

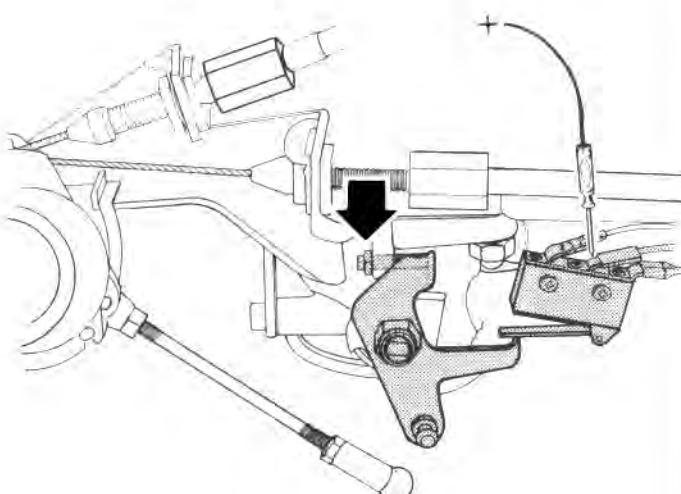
Slacken micro switch retaining screws. Move micro switch **DOWN** until test light goes out. Tighten retaining screws.

This is a temporary adjustment. Final adjustment will follow later on.



133388

Adjusting idle speed

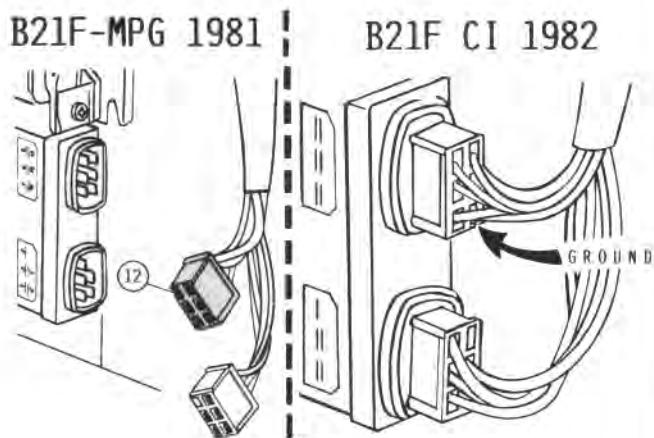


130875

**Idle speed NOT 700 rpm
(700–750 rpm permitted):**

NOTE:

Test light **MUST NOT** illuminate. If necessary, readjust micro switch position.

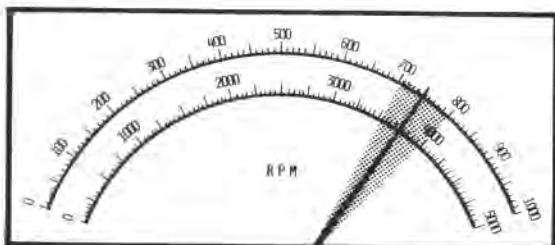
**Activate Electronic Control Unit.****B21F-MPG 1981:**

Reconnect white-red wire in terminal 12 of blue connector plug at Electronic Control Unit.

B21 CI 1982:

Disconnect ground wire at terminal 10 of blue connector plug at Electronic Control Unit.

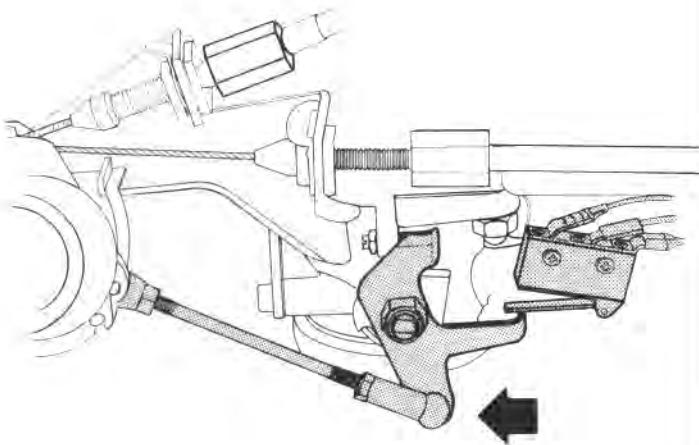
133391

**Idle speed change.**

After activating Electronic Control Unit, idle speed should change to **750 rpm** (700–800 rpm permitted for 1981, 730–770 for 1982).

Stop engine.

130876

**Reconnect throttle control rod at lever.**

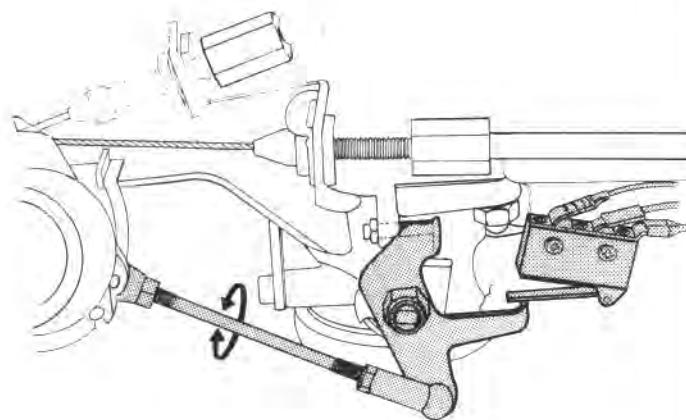
Cable pulley should be completely retracted.

If adjustments of engine controls must be made, follow operations B11–B13 below.

130877

Adjusting controls

B13



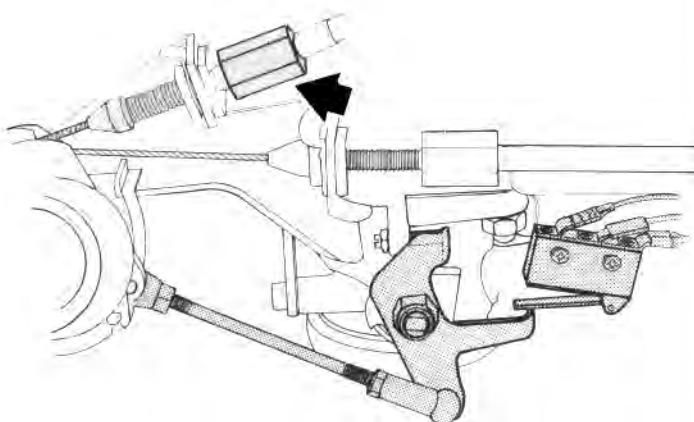
130878

Adjust control rod length.

Disconnect throttle cable and automatic transmission kickdown cable.

Adjust control rod length as necessary.

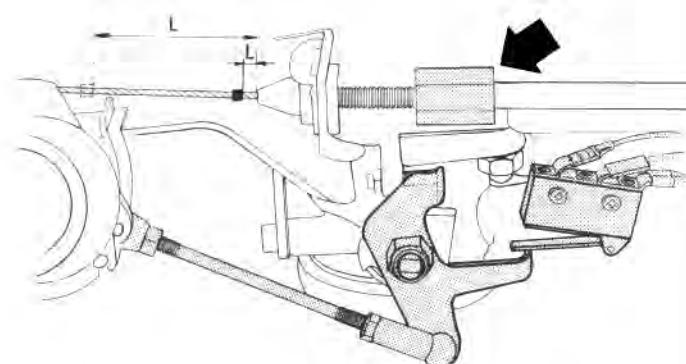
B14



133387

Attach and adjust throttle cable.

B15



130880

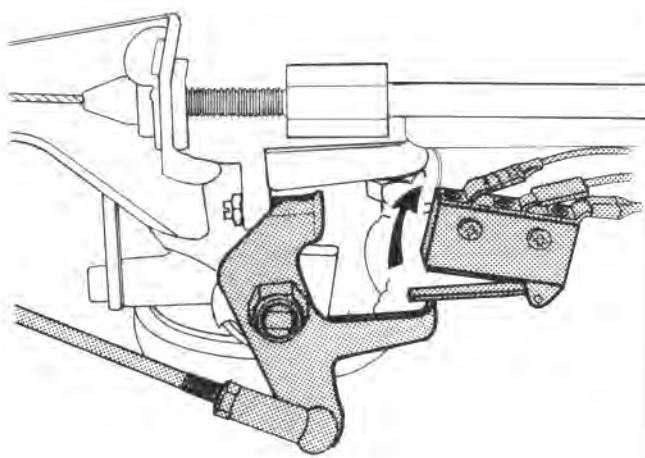
Automatic transmission kickdown cable.

Check cable length at closed and open throttle, engine off. Open throttle measurement should be checked with throttle pedal in car depressed, NOT by actuating linkage by hand.

Cable should be pulled out **50 mm = 1.968"**.

— Adjusting micro switch —

B16

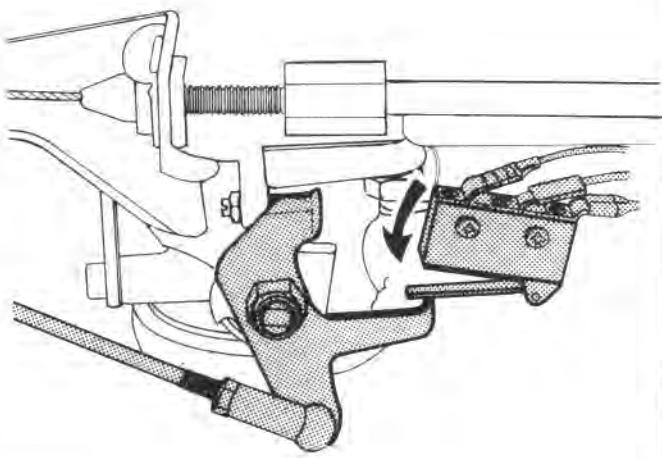


130881

Micro switch UP.

Engine NOT running, throttle CLOSED.

Slacken micro switch retaining screws. Move micro switch UP until test light illuminates.



130882

Set micro switch position.

Move micro switch DOWN 2–2.5 mm = 0.08–0.10".

Test light MUST NOT illuminate.

Tighten screws.

Remove test lamp, install panel etc.

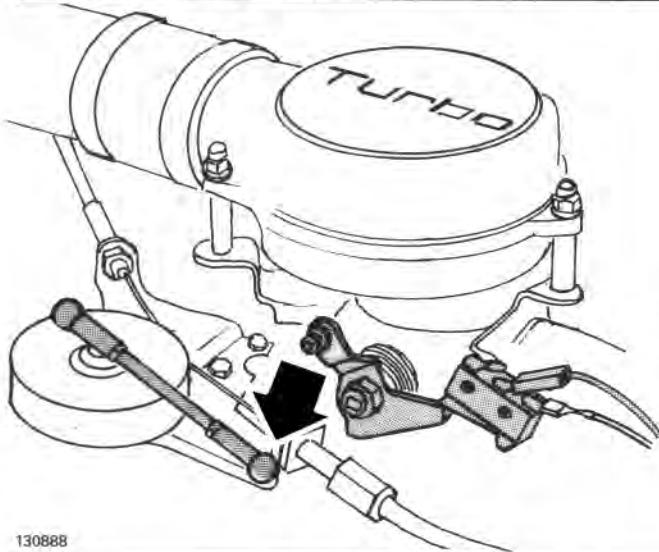
Basic setting of Constant Idle Speed System

B21F-Turbo 1981

Engine Identification Number (EIN): 498898 manual transmission (automatic not available)

B21F-Turbo 1982—

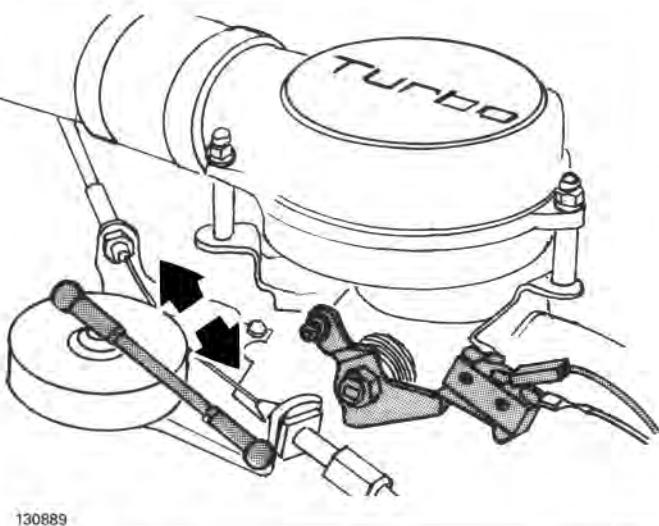
| Engine Identification Number (EIN): | 1982 | 1983 | 1984 (except intercooled) | 1984—(intercooled) |
|-------------------------------------|--------|--------|---------------------------|--------------------|
| manual transmission: | 498966 | 499800 | 499868 | 499926 |
| automatic transmission: | 498967 | 499801 | 499869 | 499927 |



C1

Disconnect throttle control rod.
At throttle lever.

130888

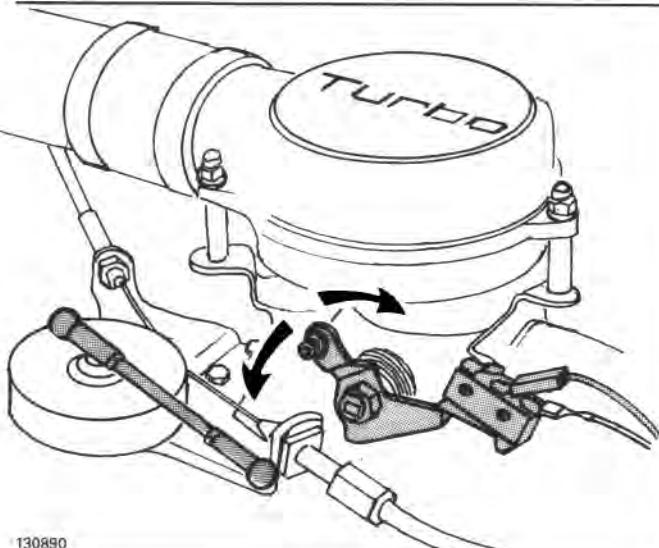


C2

Check cable assembly.

Make sure cable and pulley run smoothly and do not bind in any position.

130889

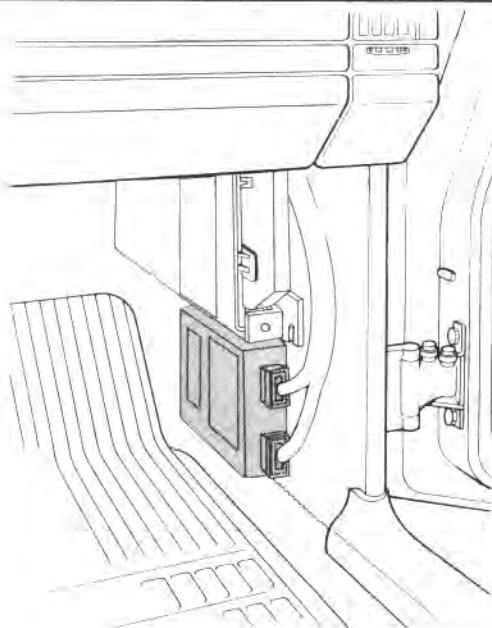


C3

Check throttle.

Make sure throttle shaft and throttle plate do not bind in any position.

130890

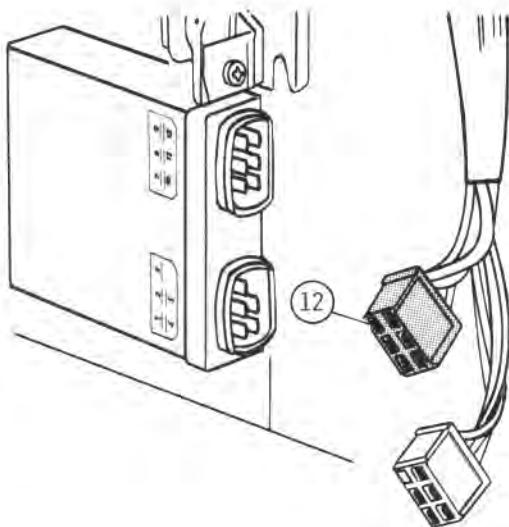


133310

C4

Remove panel in front of right front door.

Electronic Control Unit for Constant Idle Speed Systems is located below Electronic Control Unit for Lambda-sond system.



133381

C5

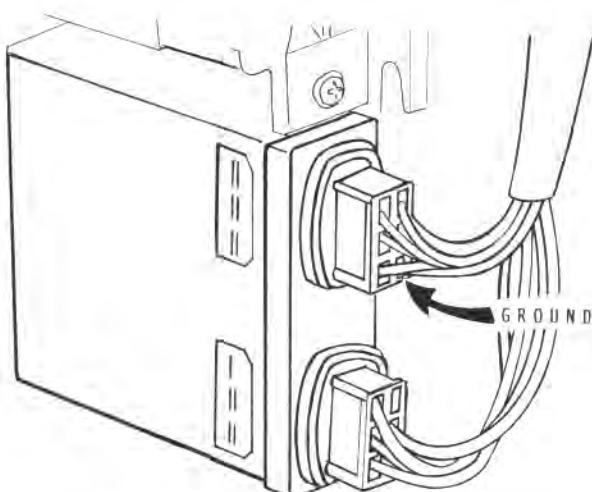
B21F-Turbo 1981:

De-activate Electronic Control Unit.

Disconnect white-red wire at terminal 12 of blue connector plug at Electronic Control Unit.

NOTE:

Same wire ends at ignition coil but cannot be disconnected there.



133384

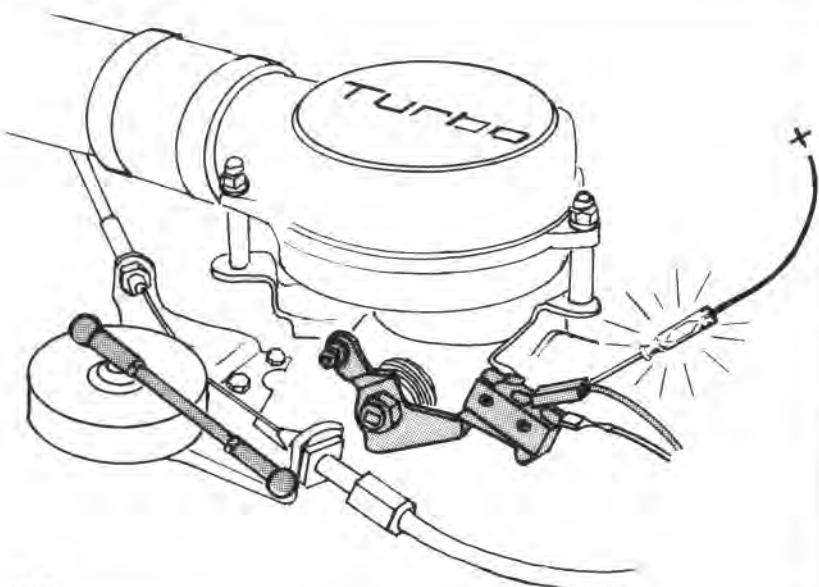
C6

B21FT 1982—

B21FT Intercooler 1984—

De-activate Electronic Control Unit.

Ground terminal 10, connector in place. Best way is to insert a copper wire along terminal wire.



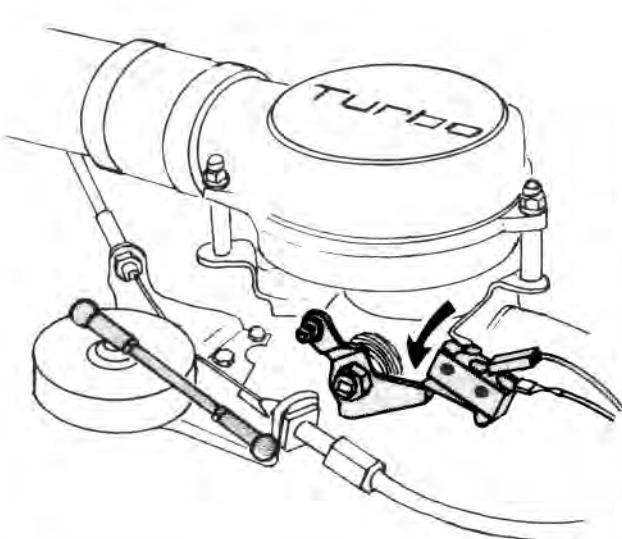
130891

Connect test lamp.

Connect across battery positive terminal and orange wire terminal on micro switch.

NOTE:

Test light **MUST NOT** illuminate while adjusting idle speed (electric circuit through micro switch is open). See op. C7

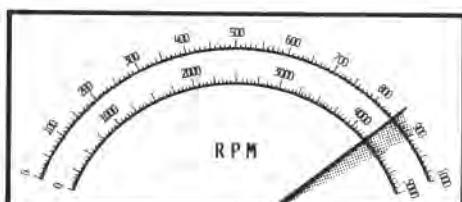


130892

**If test light illuminates:
adjust micro switch position.**

Slacken micro switch retaining screws. Move micro switch **DOW**N until test light goes **OUT**. Tighten screws.

This is a temporary adjustment. Final adjustment will follow later on.

**Connect tachometer.**

Good instrument to accurately measure engine speed.

Start engine.

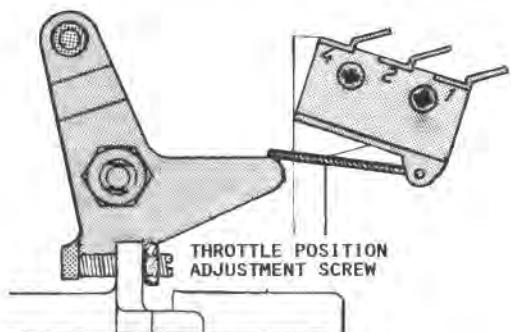
Should be at normal operating temperature.

Idle speed should be:

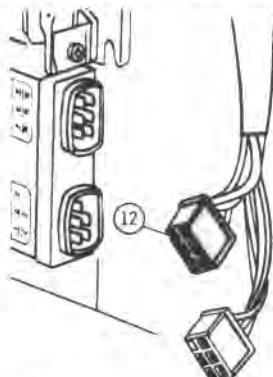
850 rpm (850-900 rpm permitted).

If not, see op. C9-C15.

133390



130893

B21F-TURBO 1981

133392

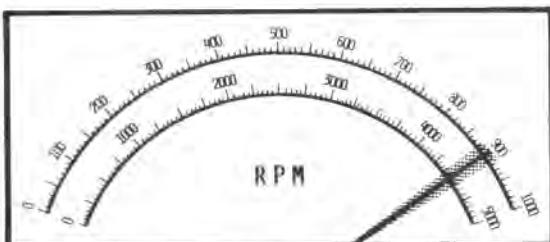
C11

Activate Electronic Control Unit.**B21F-Turbo 1981:**

Reconnect white-red wire in terminal 12 of blue connector at Electronic Control Unit.

B21F5-Turbo 1982—; B21F-Turbo Intercooler 1984—

Disconnect test point from ground.

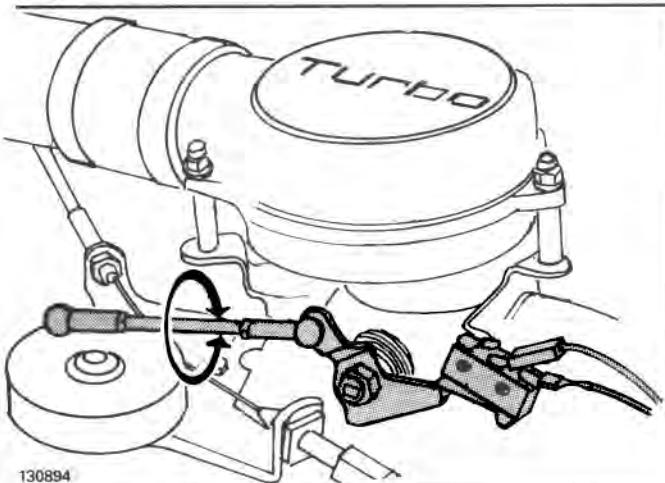


130885

Idle speed change.

After activating Electronic Control Unit, idle speed should change to:

1981: 900±50 rpm
1982: 900±20 rpm

Stop engine, install panel etc.

130894

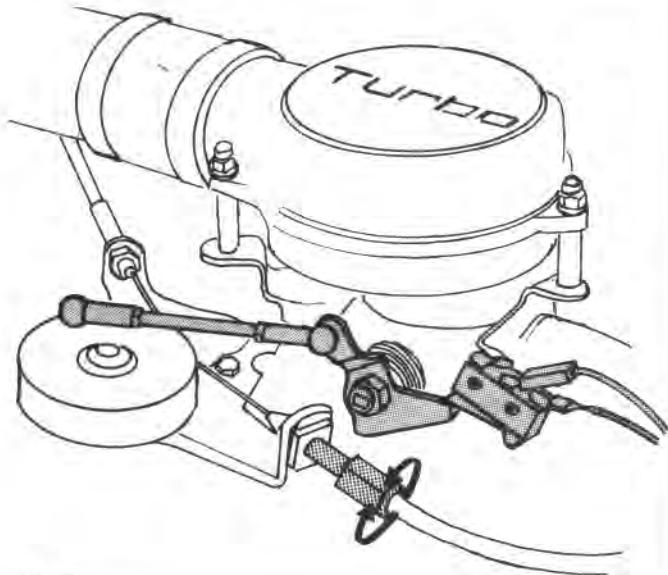
C13

Reconnect throttle control rod at lever.

Cable pulley should be completely retracted.

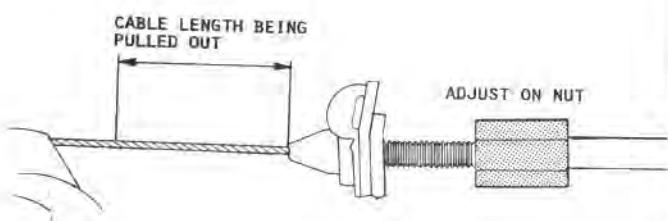
Disconnect throttle cable (automatic transmission: also kickdown cable).

Adjust control rod length as necessary.



130895

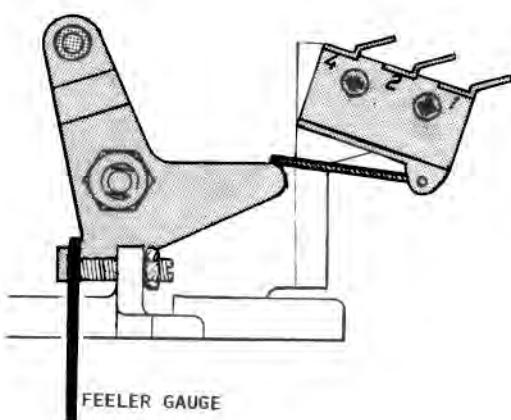
Attach and adjust throttle cable.



130869

Adjusting throttle switch

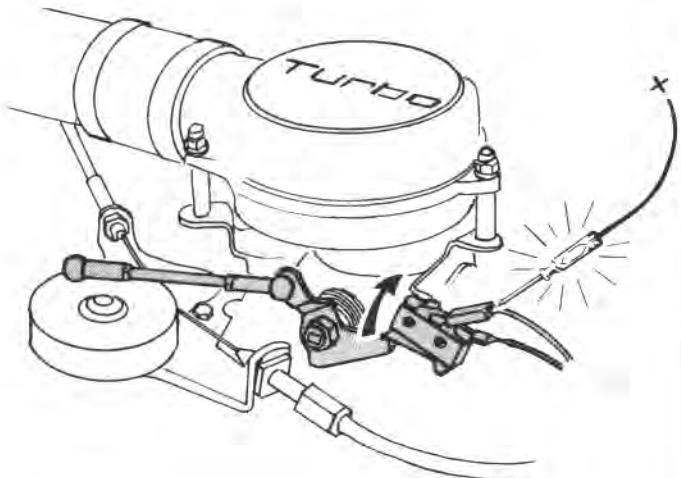
C15



130896

Insert feeler gauge.

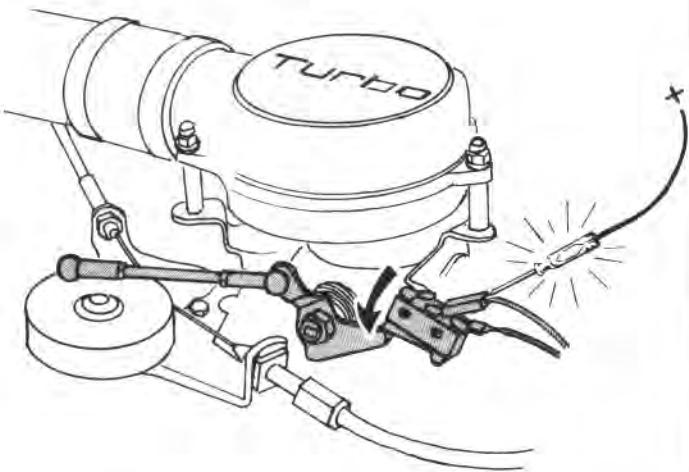
Insert 0.3 mm (0.01 in.) feeler gauge between throttle adjustment screw and throttle control lever.



130897

Switch UP.

Move switch UP until test light illuminates.



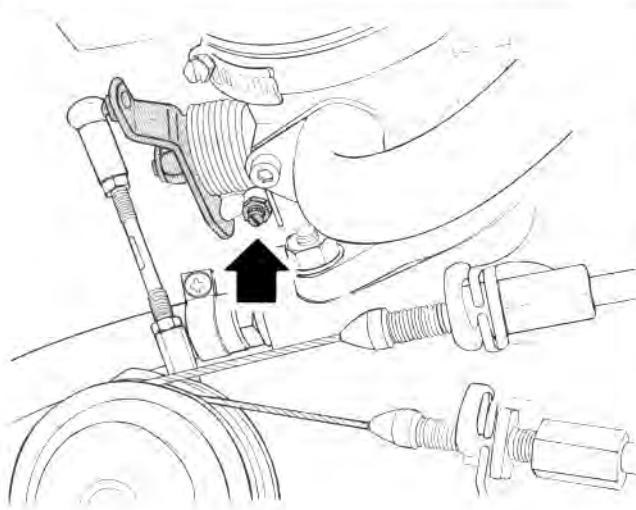
130898

Setting micro switch.

Move micro switch DOWN until test light just goes out.

**Remove feeler gauge, instruments etc.
Install panel.**

Basic setting of Constant Idle Speed System

B21F LH-Jetronic 1982Engine Identification Number (EIN): 498962 manual transmission
498963 automatic transmission

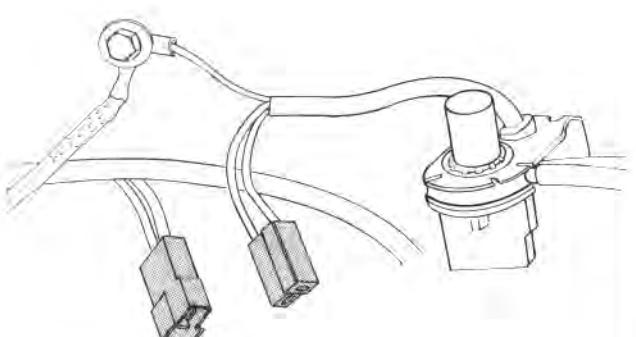
133375

D1

Seat throttle butterfly valve.

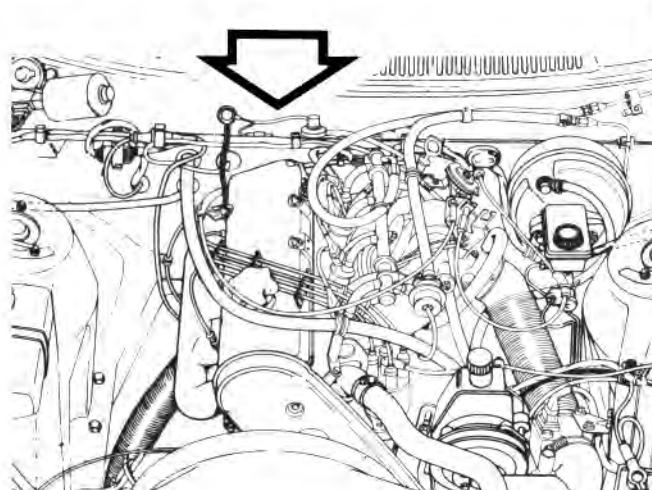
Loosen stop nut on adjuster screw. Unscrew adjuster screw a couple of turns.

Make sure throttle butterfly valve is properly seated in housing.



133376

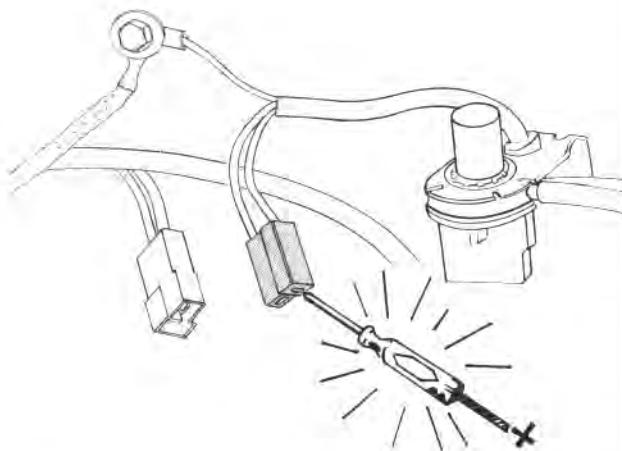
D2

Disconnect connector at firewall.

133377

D3

This illustration shows location of connector.

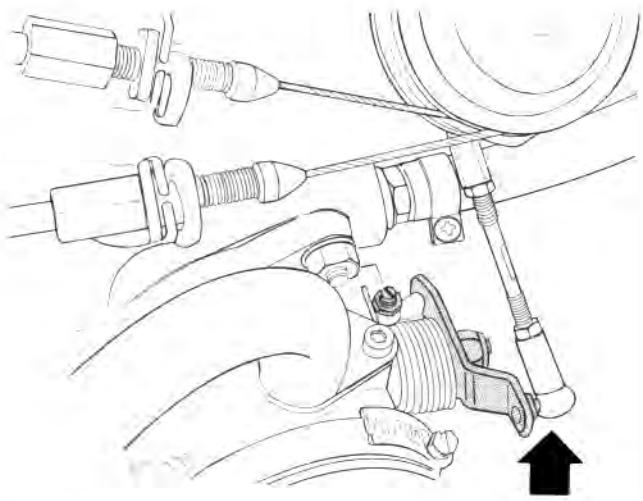


Test on idle speed.

Connect test lamp across battery plus and orange wire terminal in connector. Start engine.
Test light should illuminate at idle speed. If not: readjust adjuster screw for throttle butterfly valve position.

133378

D5

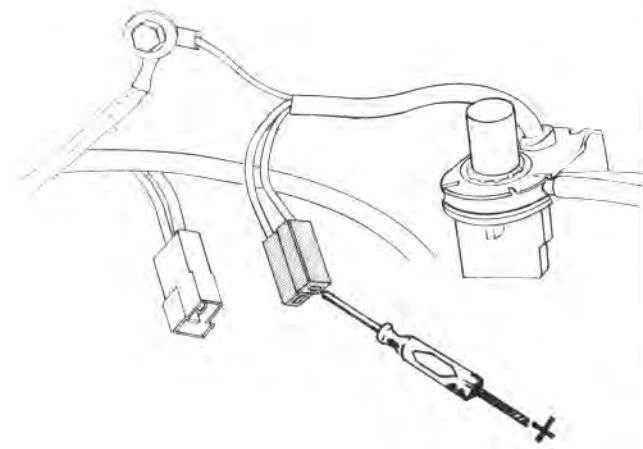


Open throttle slightly.

Engine running on idle. Open throttle slightly **by hand** at throttle control lever.

133379

D6



Test above idle speed.

Test lamp should go OUT. If not, recheck and try a new vacuum switch.

133380

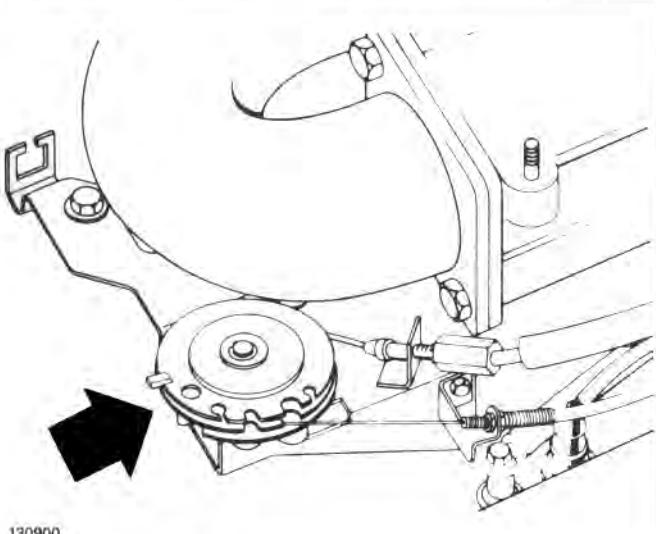
Basic setting of Constant Idle Speed System

B28F 1981

Engine Identification Number (EIN): 498638 manual transmission
498639 automatic transmission

B28F 1982:

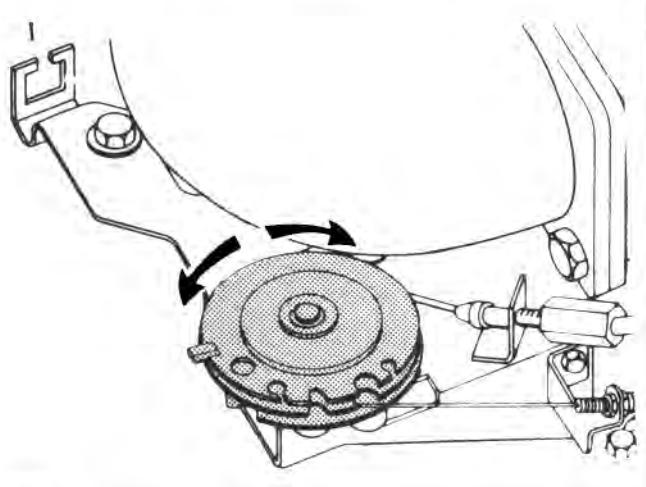
Engine Identification Number (EIN): 498667 automatic transmission (only)



130900

E1

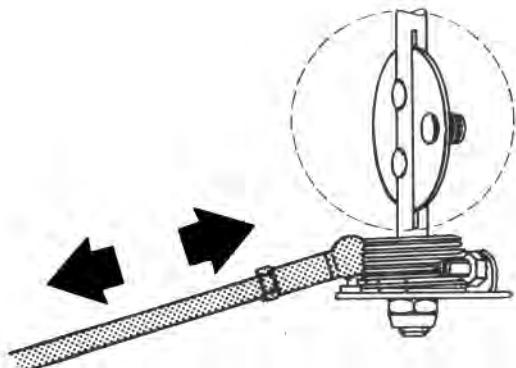
Disconnect throttle control rod.
At cable pulley.



130901

E2

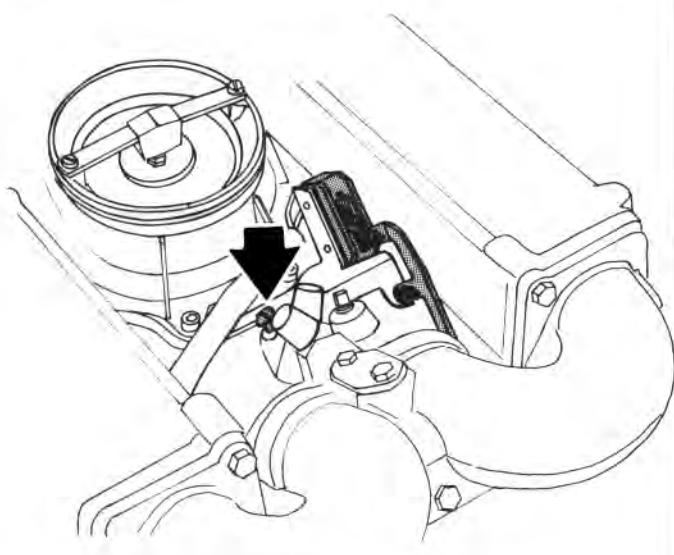
Check cable assembly.
Make sure cable and pulley run smoothly and do not bind in any position.



130902

E3

Check throttle.
Make sure throttle shaft and throttle plate do not bind in any position.



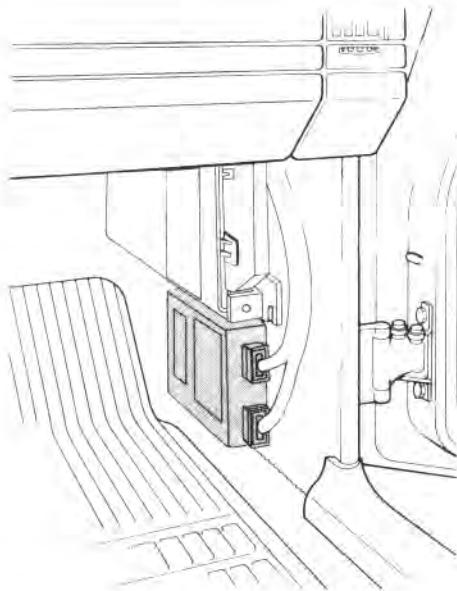
130903

Idle speed adjustment screw.

Make sure it is screwed to bottom.

NOTE:

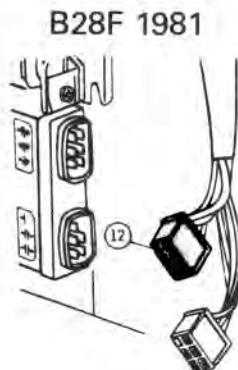
This screw is used to adjust idle speed on engines without CIS System.



133310

Remove panel in front of right front door.

Electronic Control Unit for Constant Idle Speed System is located below Electronic Control Unit for Lambda-sond system.



133393

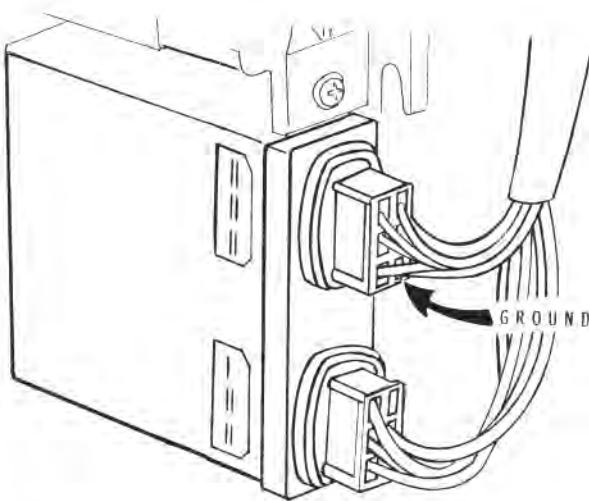
B28F 1981:

De-activate Electronic Control Unit.

Disconnect white-red wire at terminal 12 of blue connector plug at Electronic Control Unit.

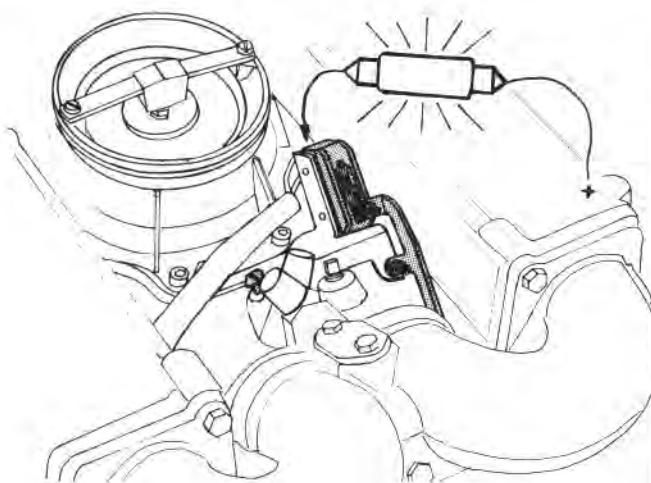
NOTE:

Same wire ends at ignition coil but cannot be disconnected there.



133384

B28F 1982:
De-activate Electronic Control Unit.
 Ground terminal 10, connector in place. Best way is to insert a copper wire along terminal wire.

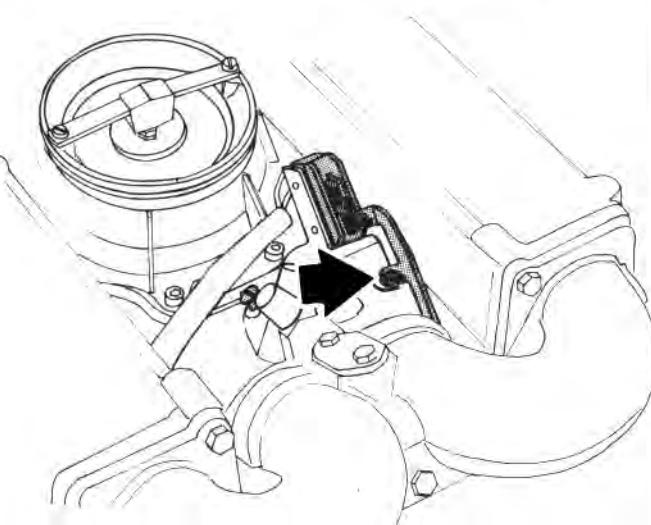


130904

Adjusting idle speed

Start engine.

Should be at normal operating temperature.



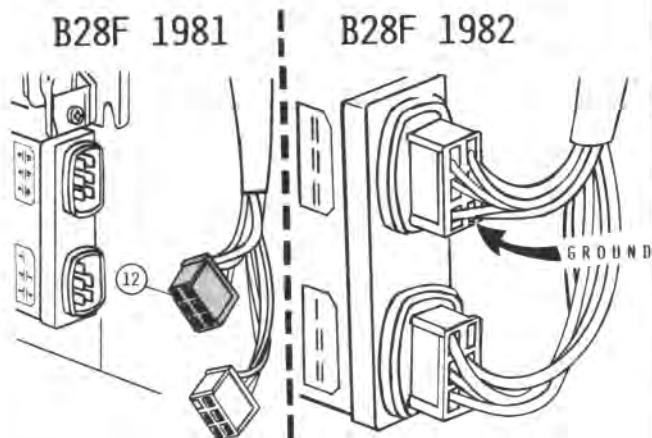
130905

Adjust idle speed.

850 rpm (850–900 rpm permitted)

Adjust at throttle position adjustment screw.

DO NOT adjust idle speed screw. It should be screwed to the bottom.



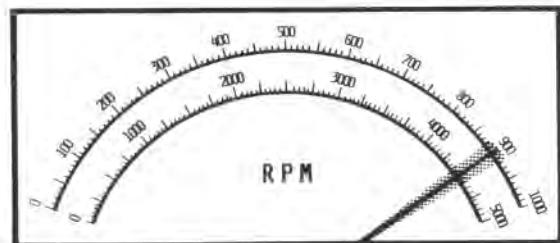
133393

Activate Electronic Control Unit**B28F 1981**

Reconnect white-red wire in blue connector plug at Electronic control unit.

B28F 1982

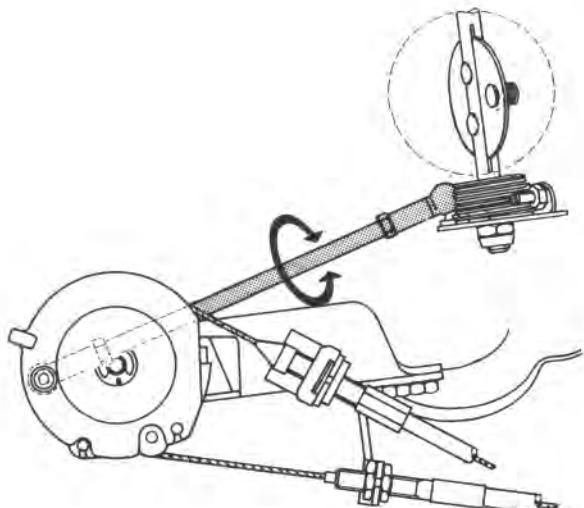
Disconnect test point from ground.



130885

Adjusting controls

E11

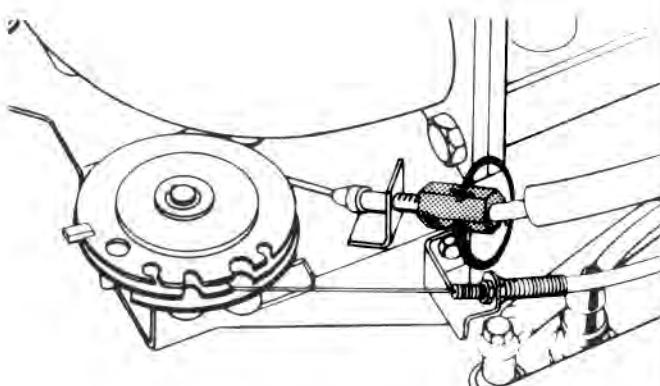


130906

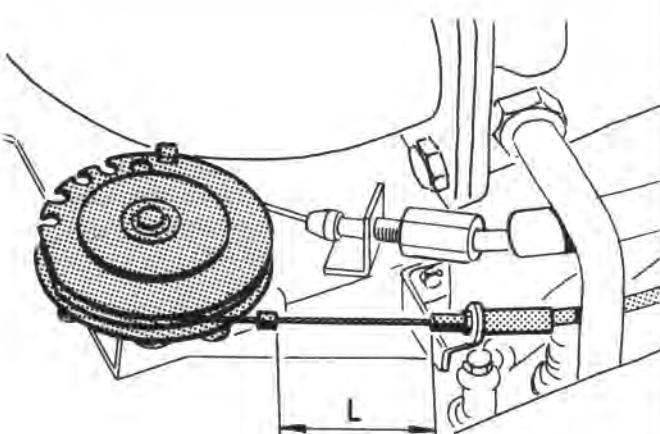
Reconnect throttle control rod at cable pulley.

Disconnect throttle cable and automatic transmission kickdown cable.

Cable pulley should be completely retracted. Adjust control rod length as necessary.



130907

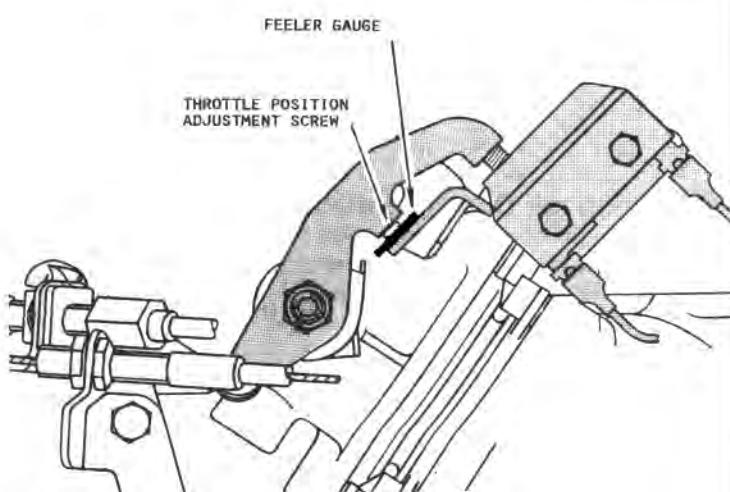
Attach and adjust throttle cable.**Automatic transmission:
adjust kickdown cable.**

Check cable length at closed and open throttle (engine off). Open throttle measurement should be checked with throttle pedal in car depressed, NOT by actuating linkage by hand.

Cable movement should be 50 mm = 1.968".

Closed throttle: L = 1 mm
 Open throttle: L = 51 mm

130908

Adjusting micro switch

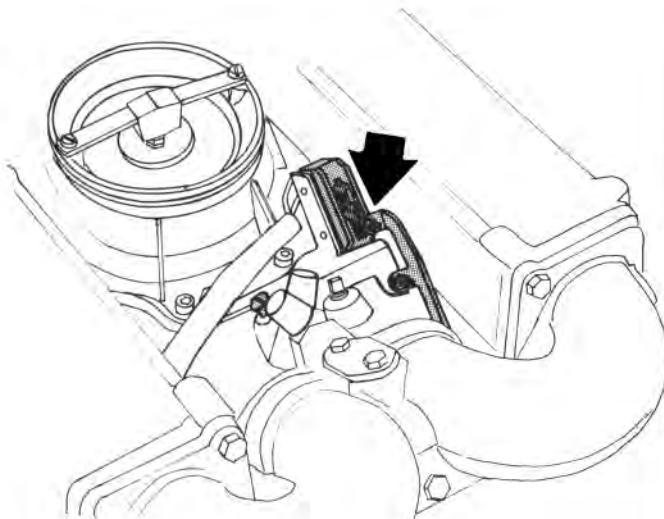
130909

Install feeler gauge.

Use feeler gauge 0.3 mm = 0.12".

Insert between throttle position adjustment screw and stop.

Illustration shows 1981 switch arrangement. 1982 model switch looks slightly different.

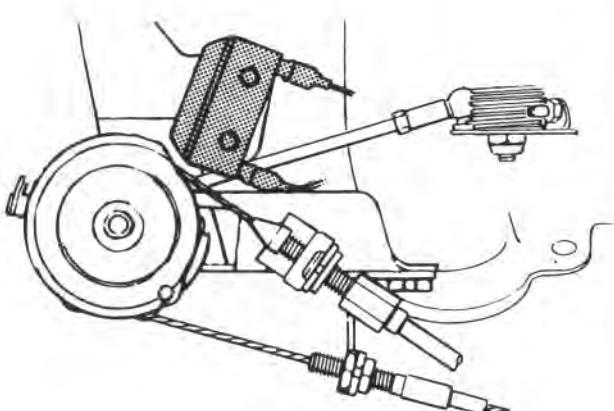


130910

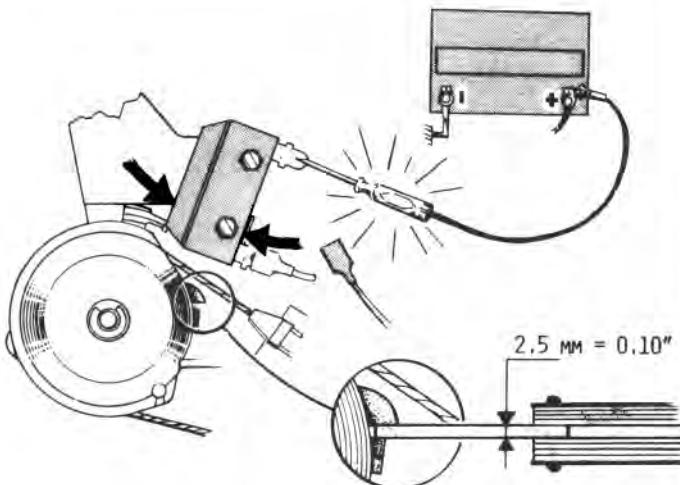
Adjusting full throttle enrichment switch**Adjust.**

1981: turn adjustment screw until test light goes out.

1982: turn adjustment screw until test light illuminates.



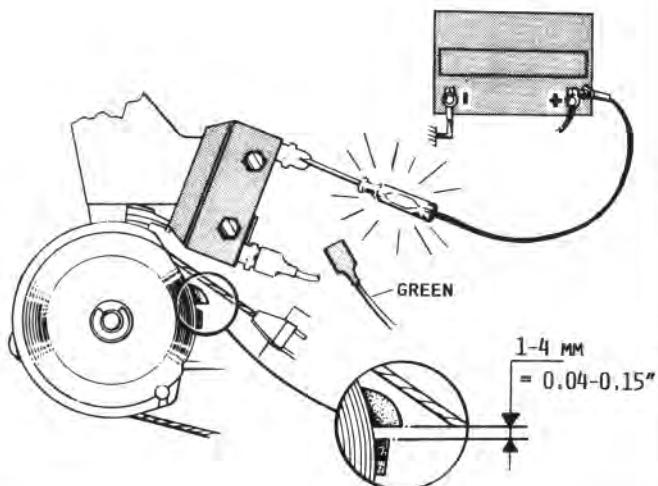
130911



130912

Adjusting full throttle enrichment switch.

Loosen retaining screws for micro switch. Turn micro switch sideways. Test light should come on/go out **2.5 mm = 3/32"** before pulley touches full throttle stop. Tighten retaining screws.

**Checking full throttle enrichment switch operation.**

Disconnect green wire at micro switch. Connect test light between micro switch terminal and battery positive (+) terminal.

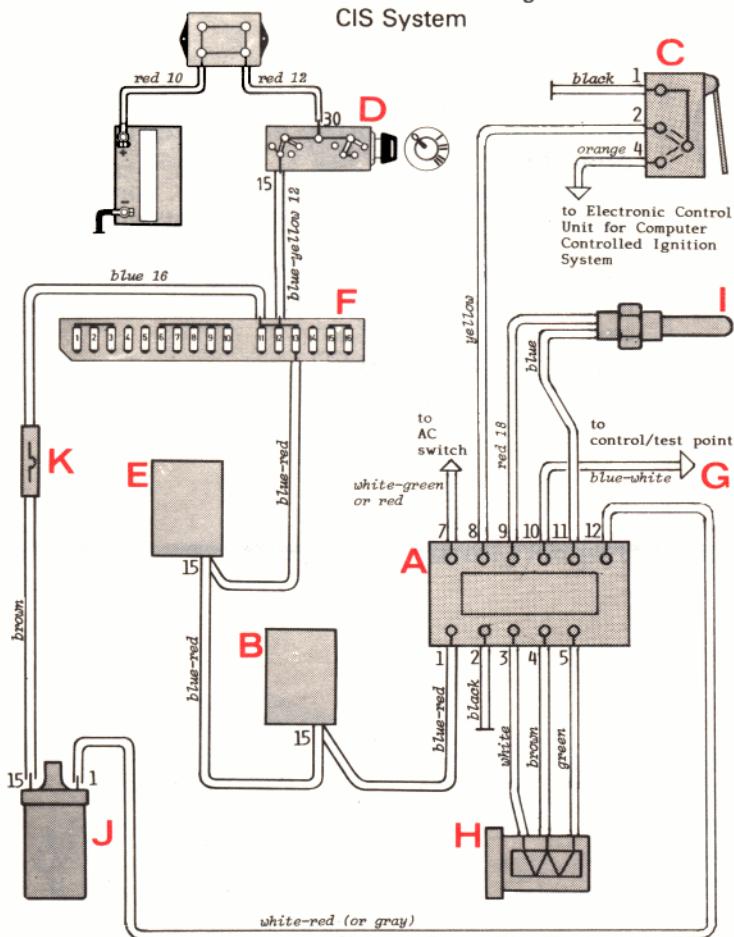
Turn pulley slowly to full throttle stop. Test light should illuminate 4 to 1 mm = $\frac{5}{32}$ " to $\frac{1}{32}$ " before pulley touches stop.

Adjust as necessary, see E17.

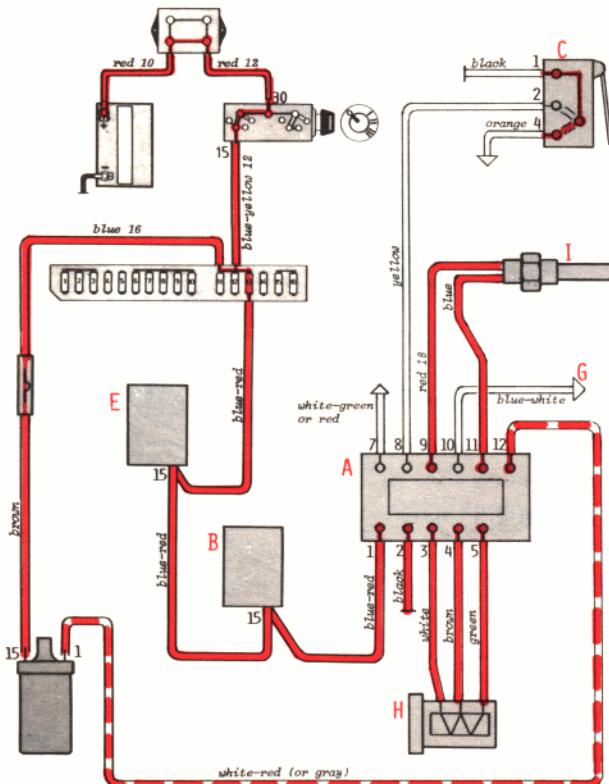
Wiring diagrams

Fuse No. 13:

Instruments
Turn signals
Seat belt warning
CIS System

**Idle speed.**

Ground circuit through throttle switch (C) is interrupted. The Electronic Control Unit (A) (ECU) controls air control valve (H) to set correct idle speed.

**CIS System B21F CI****Legend:**

- A ECU (Electronic Control Unit)
- B Seat belt reminder unit
- C Throttle switch
- D Ignition switch
- E Fuel pump relay
- F Fuse box
- G Control/test point
- H Air control valve
- I Coolant temperature sensor
- J Ignition coil
- K Ballast resistor

General.

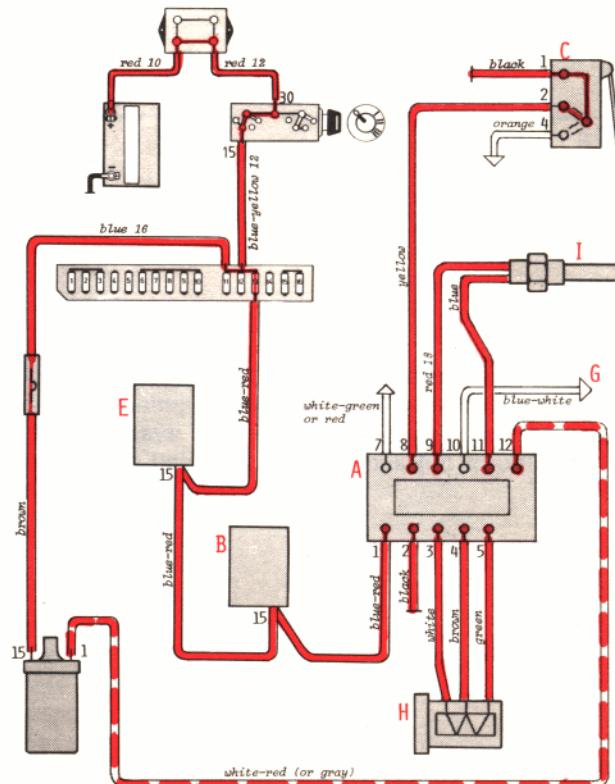
Coolant temperature sensor (I) continuously sends a signal to the ECU so it can set an idle speed that corresponds to the coolant temperature.

(G) is designated control/test point. It is a connection that for convenience is used on the production line.

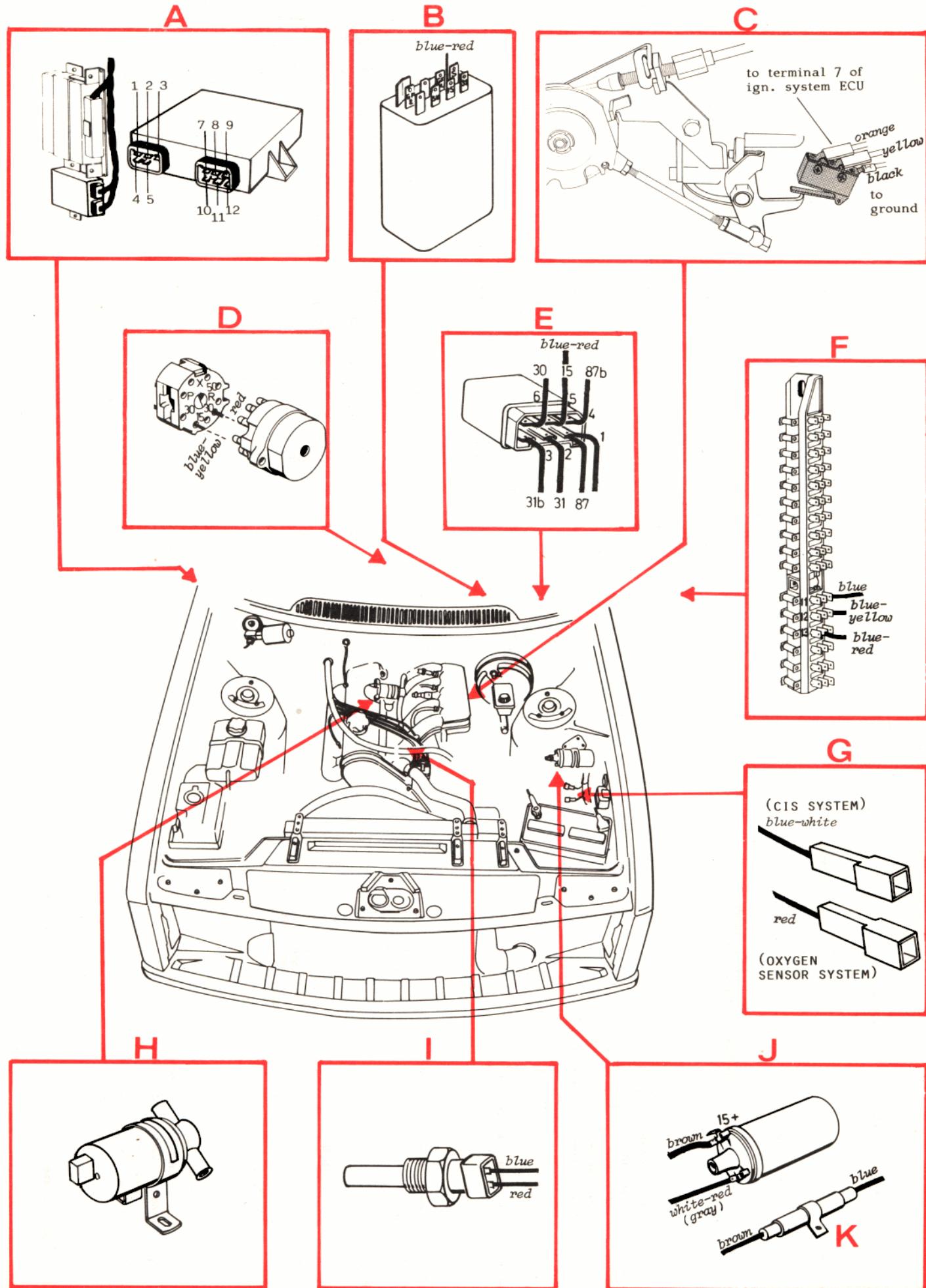
Throttle switch (C) has a double function. At idle it grounds a wire connected to the ECU for ignition system. When the air conditioning is operating, a micro switch at the AC switch energizes terminal 7 of the ECU. This will increase idle speed from approx. 750 rpm to 900 rpm and improve AC operation and cooling (due to faster running coolant pump and fan).

Above idle speed.

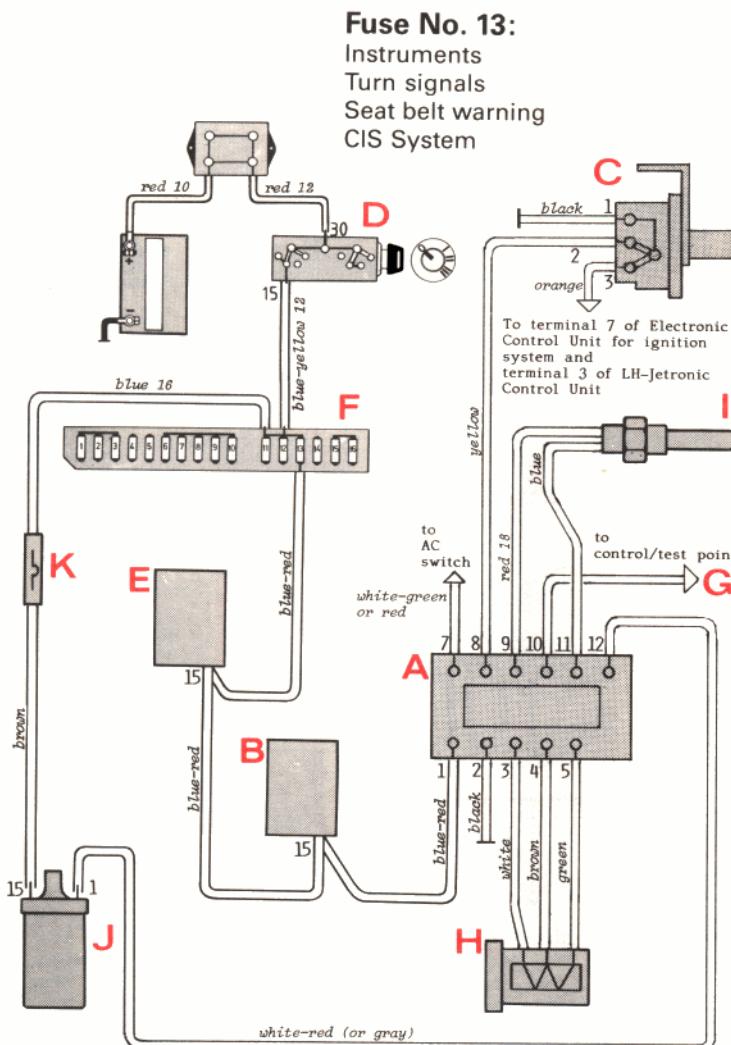
Ground circuit through throttle switch (C) is closed. ECU (H) controls air control valve (H) to set high air flow (to avoid engine stalls).



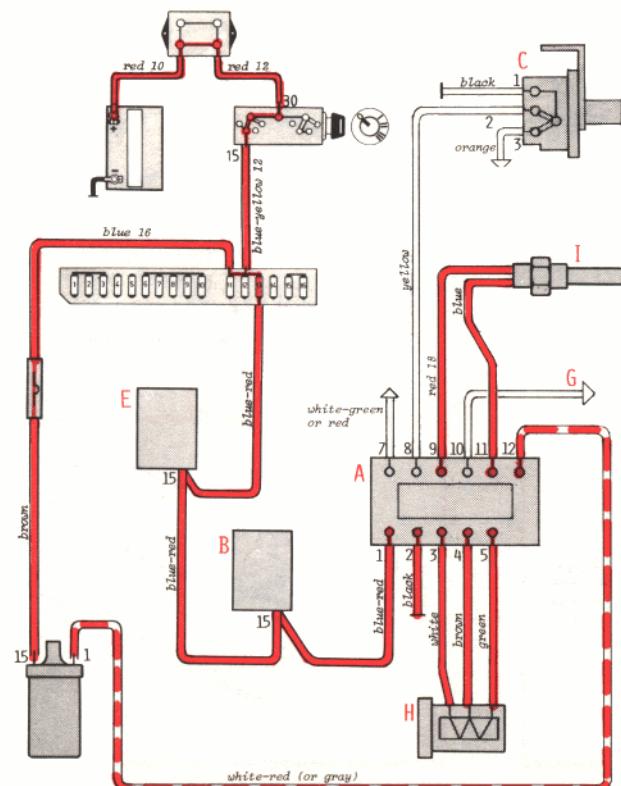
Wiring diagrams



Wiring diagrams

**Idle speed.**

Ground circuit through throttle switch (C) is interrupted. The Electronic Control Unit (ECU) (A) controls air control valve (H) to set correct idle speed.



CIS System B21F LH-Jetronic

Legend:

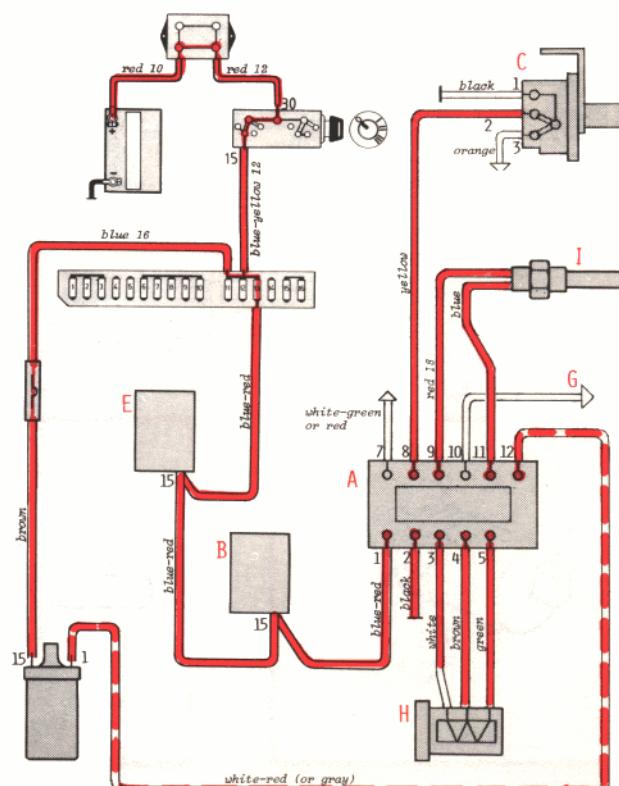
- A ECU (Electronic Control Unit)
- B Seat belt reminder unit
- C Throttle switch
- D Ignition switch
- E Fuel pump relay
- F Fuse box
- G Control/test point
- H Air control valve
- I Coolant temperature sensor
- J Ignition coil
- K Ballast resistor

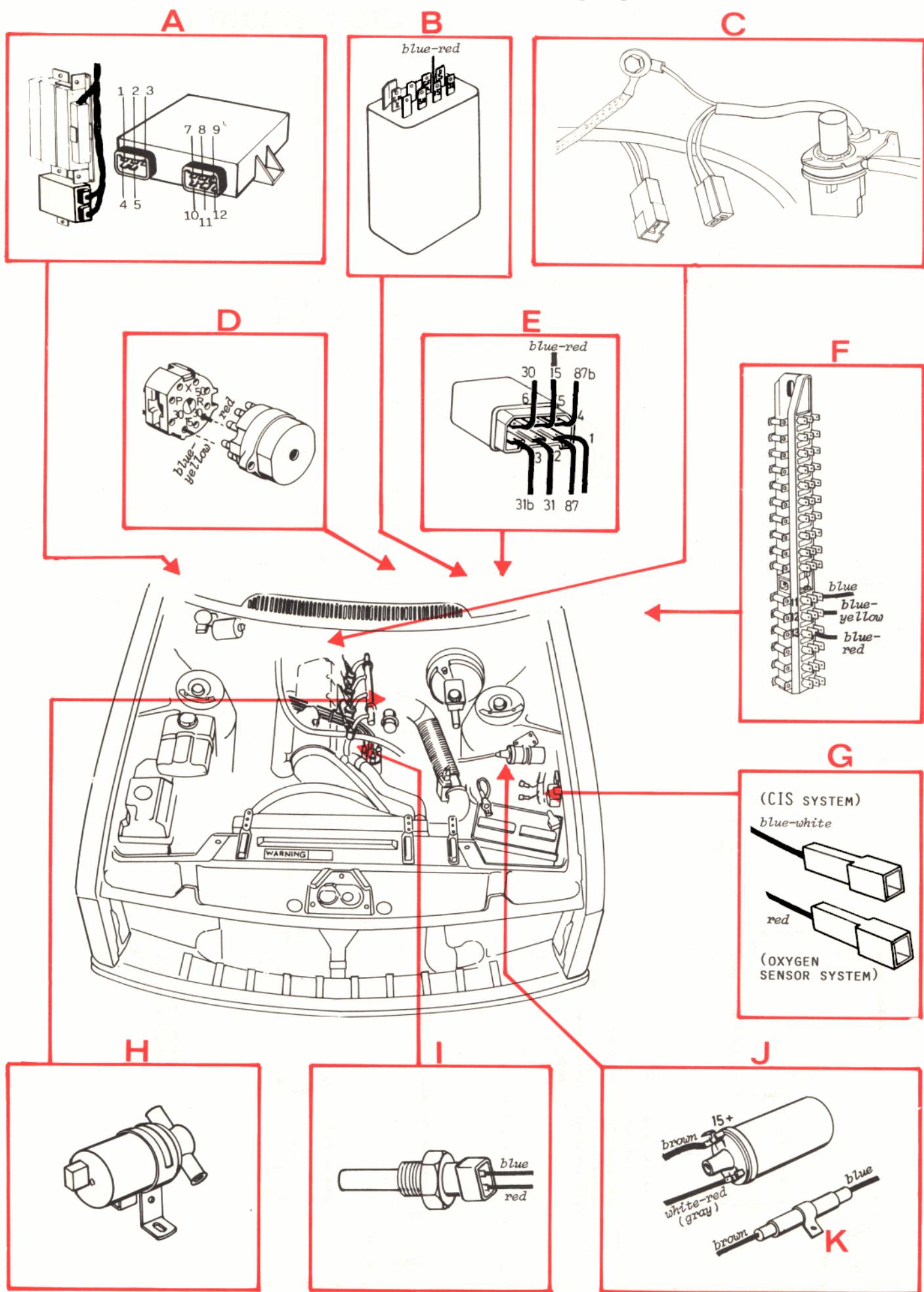
General.

Coolant temperature sensor (I) continuously sends a signal to the ECU so it can set an idle speed that corresponds to the coolant temperature. (G) is designated control/test point. It is a connection that for convenience is used on the production line. Throttle switch (C) has a double function. At idle it grounds a wire connected to the ECU for ignition system. When the air conditioning is operating, a micro switch at the AC switch energizes terminal 7 of the ECU. This will increase idle speed from approx. 750 rpm to 900 rpm and improve AC operation and cooling (due to faster running coolant pump and fan).

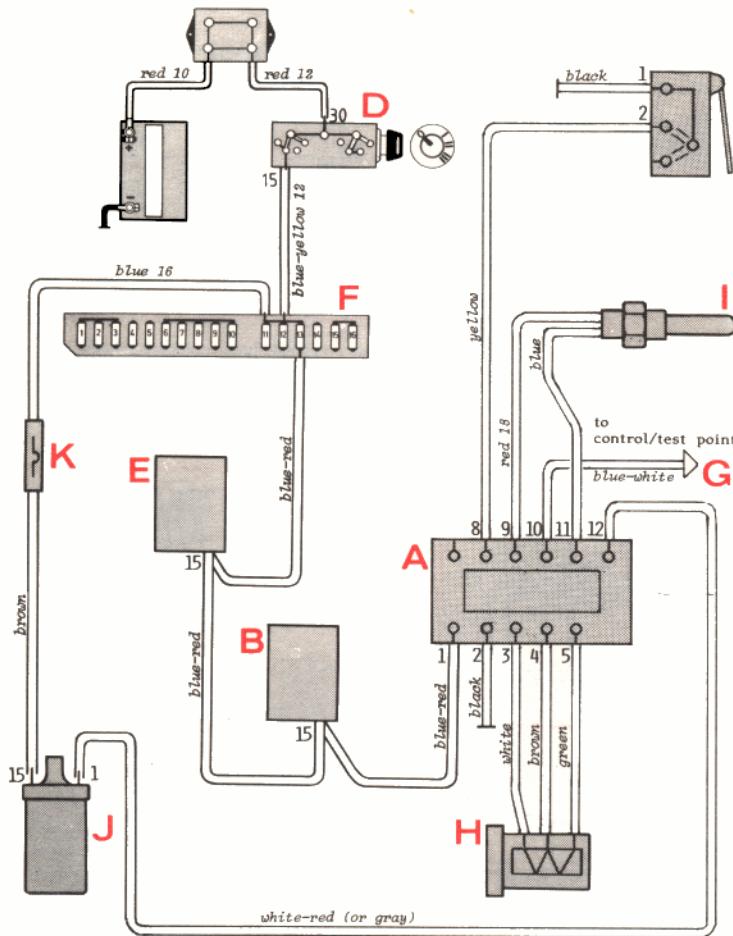
Above idle speed

Ground circuit through throttle switch (C) is closed. ECU (H) controls air control valve (H) to set high air flow (to avoid engine stalls).





Wiring diagrams



CIS System B21F-Turbo B21F-Turbo Intercooler

Fuse No. 13:

Instruments
Turn signals
Seat belt warning
CIS System

Legend:

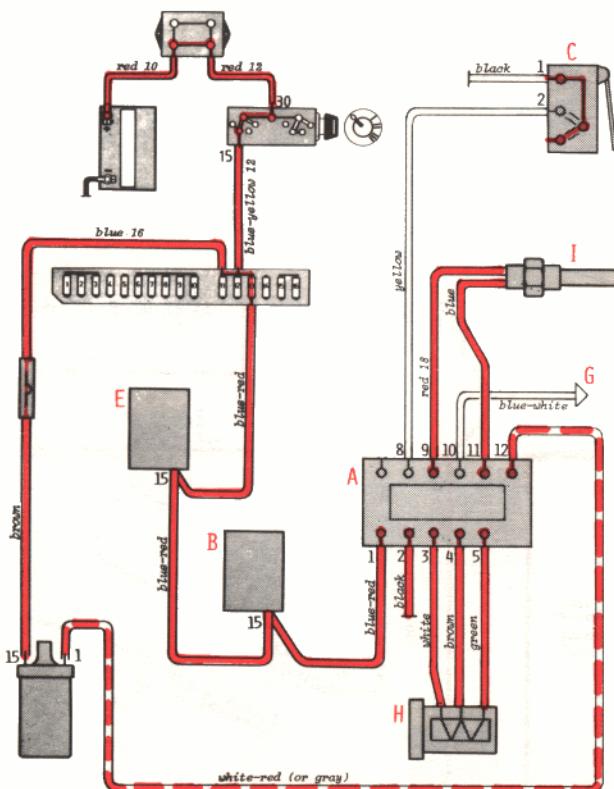
- A ECU (Electronic Control Unit)
- B Seat belt reminder unit
- C Throttle switch
- D Ignition switch
- E Fuel pump relay
- F Fuse box
- G Control/test point
- H Air control valve
- I Coolant temperature sensor
- J Ignition coil
- K Ballast resistor

General.

Coolant temperature sensor (I) continuously sends a signal to the ECU so it can set an idle speed that corresponds to the coolant temperature. (G) is designated control/test point. It is a connection that for convenience is used on the production line.

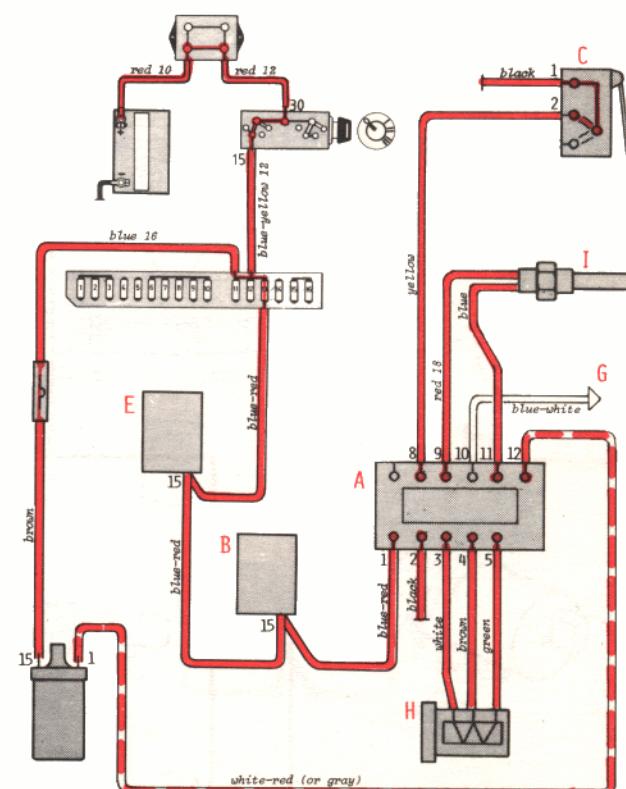
Idle speed.

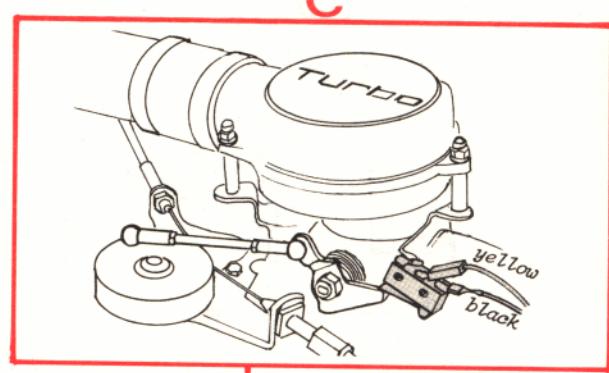
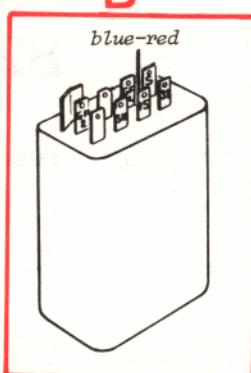
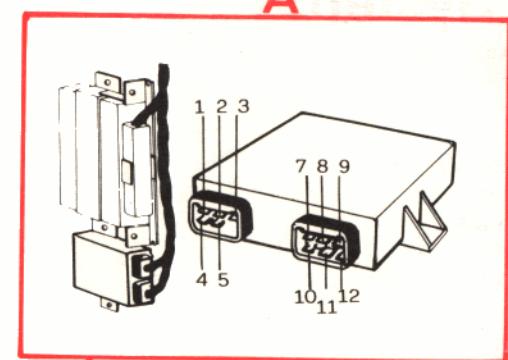
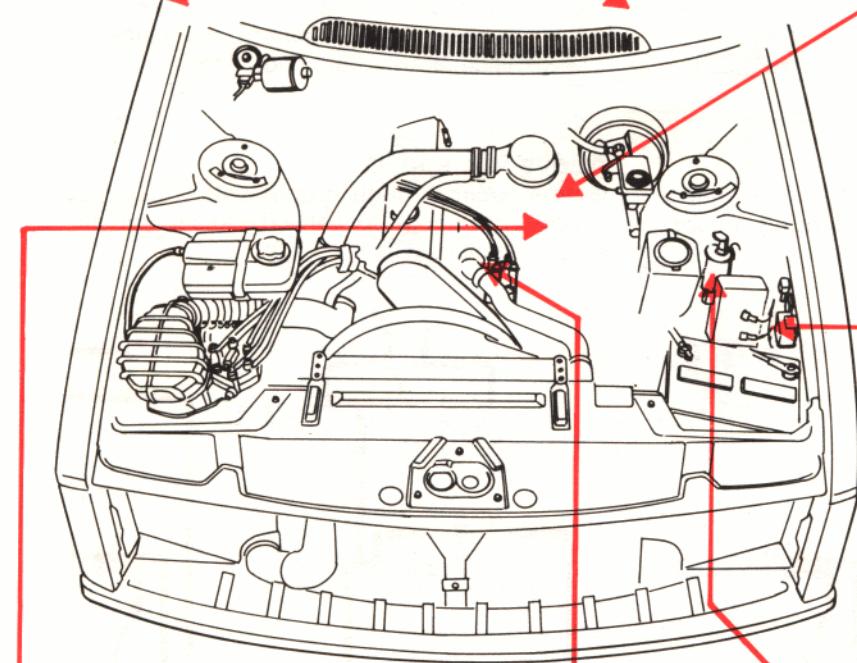
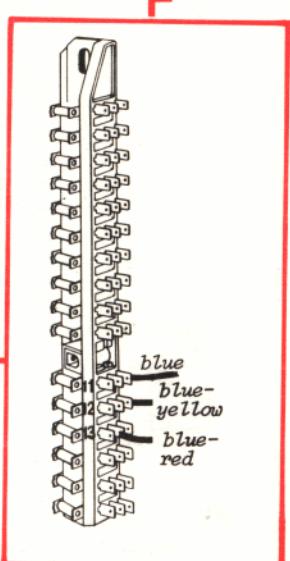
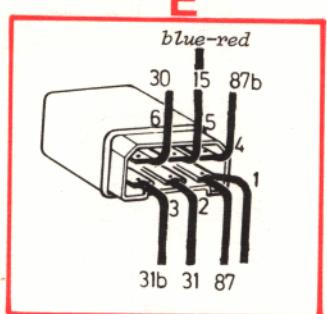
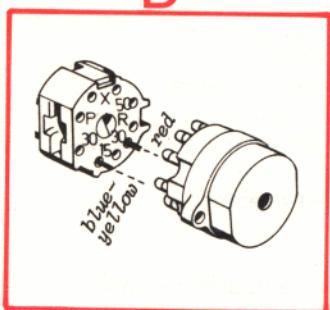
Ground circuit through throttle switch (C) is interrupted. The Electronic Control Unit (A) (ECU) controls air control valve (H) to set correct idle speed.



Above idle speed

Ground circuit through throttle switch (C) is closed. ECU (H) controls air control valve (H) to set high air flow (to avoid engine stalls).



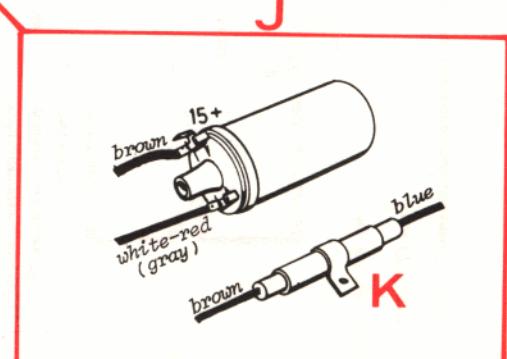
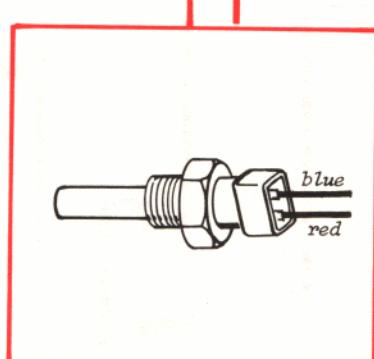
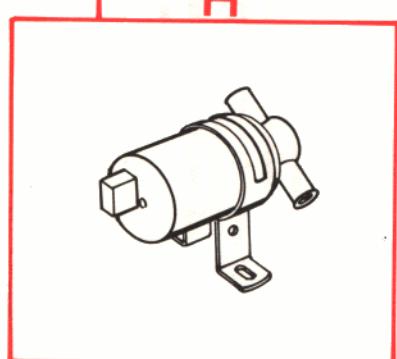
A**B****C****D****E****F****G**

(CIS SYSTEM)

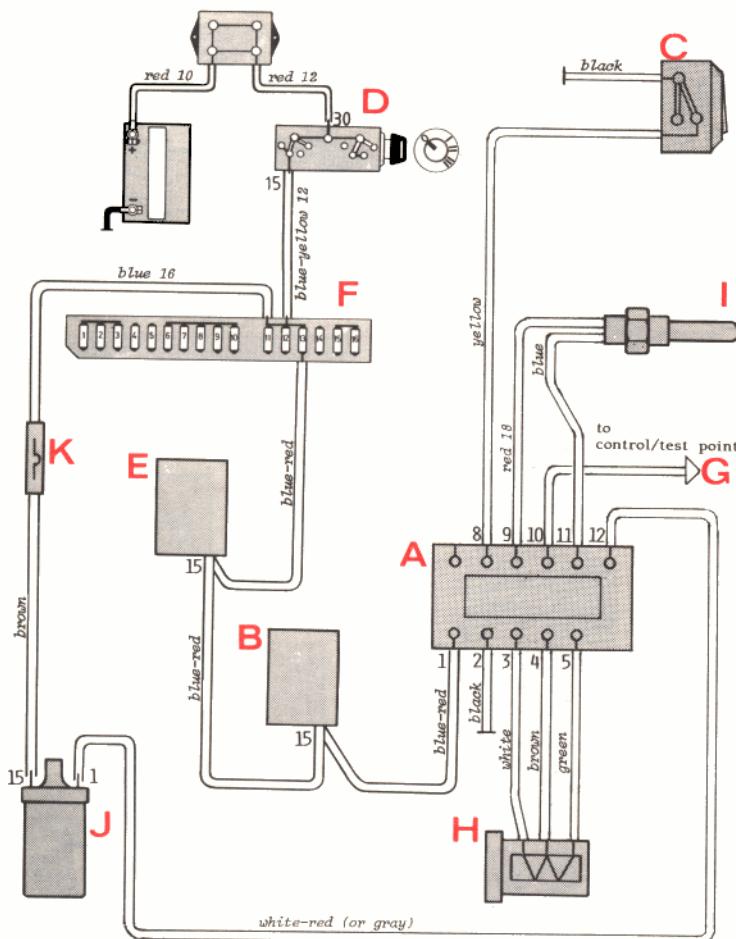
blue-white

red

(OXYGEN SENSOR SYSTEM)



Wiring diagrams



CIS System B28F

Fuse No. 13:

Instruments
Turn signals
Seat belt warning
CIS System

Legend:

- A ECU (Electronic Control Unit)
- B Seat belt reminder unit
- C Throttle switch
- D Ignition switch
- E Fuel pump relay
- F Fuse box
- G Control/test point
- H Air control valve
- I Coolant temperature sensor
- J Ignition coil
- K Ballast resistor

General.

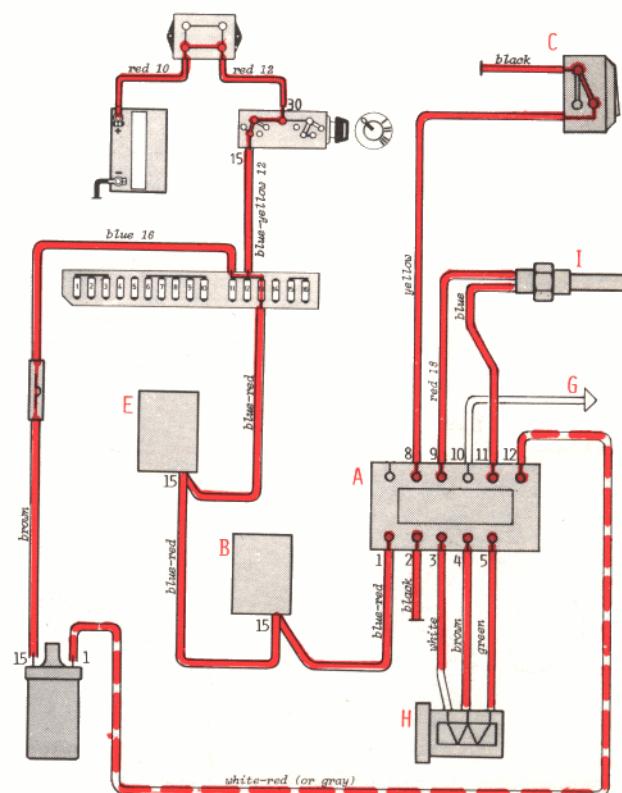
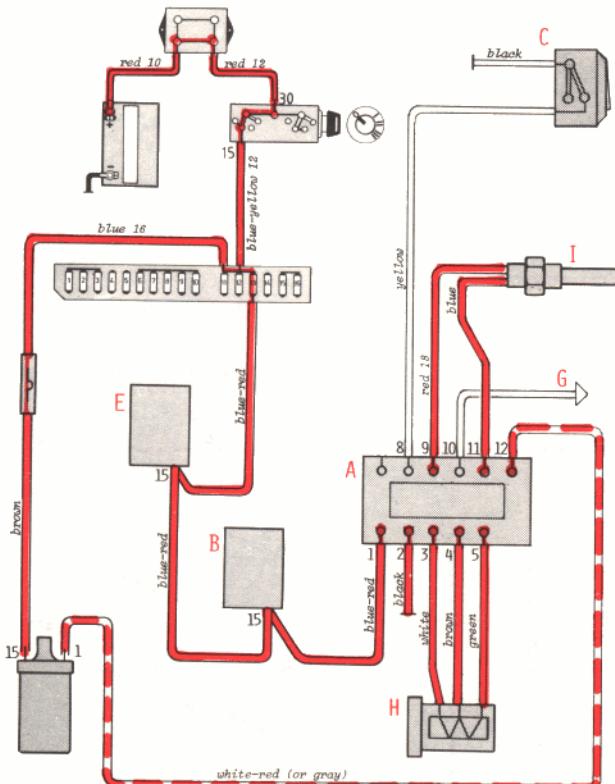
Coolant temperature sensor (I) continuously sends a signal to the ECU so it can set an idle speed that corresponds to the coolant temperature. (G) is designated control/test point. It is a connection that for convenience is used on the production line.

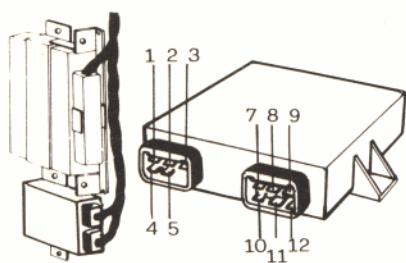
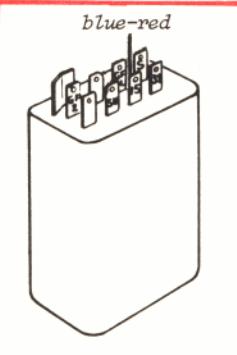
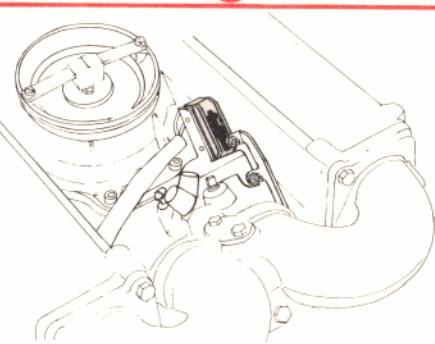
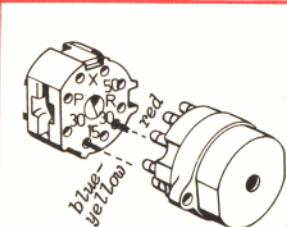
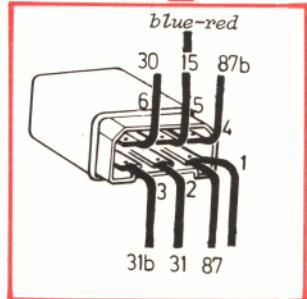
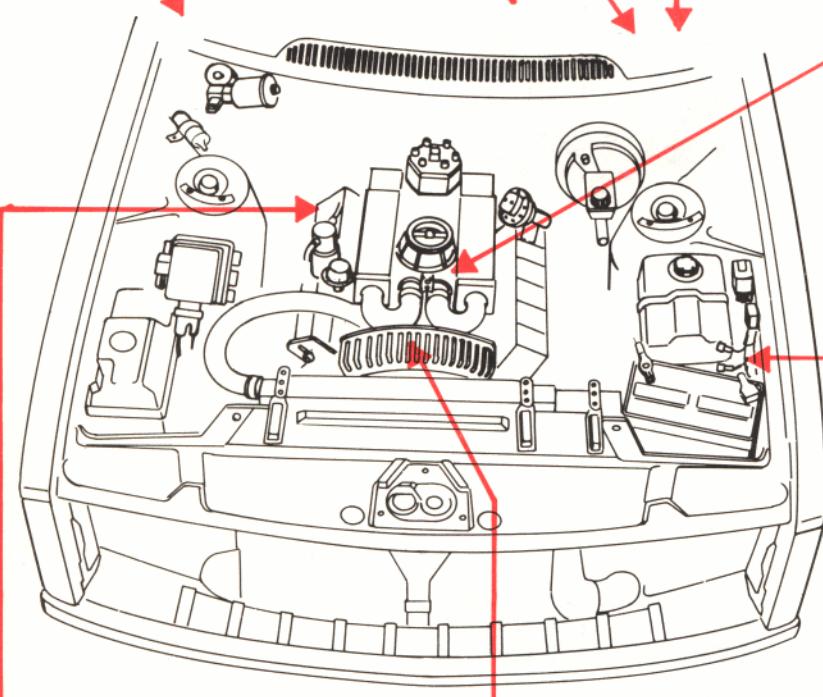
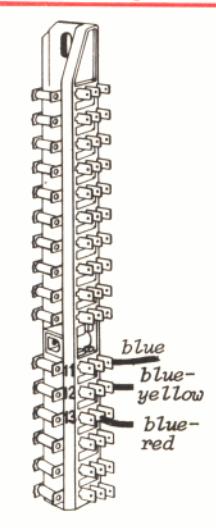
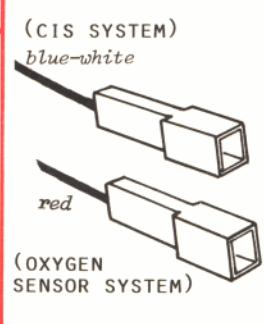
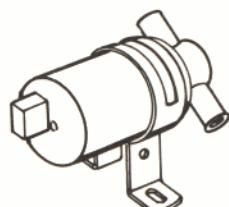
Idle speed.

Ground circuit through throttle switch (C) is interrupted. The Electronic Control Unit (A) (ECU) controls air control valve (H) to set correct idle speed.

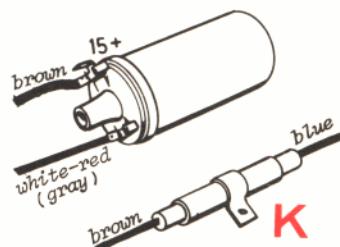
Above idle speed

Ground circuit through throttle switch (C) is closed. ECU (H) controls air control valve (H) to set high air flow (to avoid engine stalls).



A**B****C****D****E****F****G****H**

blue
red

J

brown
white-red
(gray)

K